CITY OF TORONTO
PLANNING AND DEVELOPMENT DEPARTMENT

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CC&W/Midtown
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To: Land Use Committee

Subject: Design Guidelines for North Midtown

Origin: Commissioner of Planning and Development
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Comments:

1. Introduction

This report recommends that City Council adopt design guidelines for development in the North Midtown area, prepared as part of the North Midtown Area Plan. Recommendations for the Area Plan - the Part II Plan, Zoning By-law Amendments and other actions, are contained in the report of May 5, 1983, entitled "Revised North Midtown Area Plan". The guidelines would be used in evaluating applications for development review and rezoning, as well as for co-ordinating public improvements to be undertaken in connection with a project.

The guidelines are basically those already in use on an ad hoc basis, and have been developed through consideration of numerous applications.

The guidelines proposed in this report cover all development applications. The whole of North Midtown is an area of site plan control. Therefore, most projects are required to go through Development Review. In addition, there are a number of applications for rezoning and Official Plan amendments. Because of the significant ongoing redevelopment in North Midtown, many of the planning objectives for the area can be met through the development review process. The guidelines are of two types - general and area specific. The area specific guidelines are for Areas of Special Identity, as proposed in the Part II Official Plan, as well as for other parts of North Midtown.

Section 9 of the report, "Revised North Midtown Area Plan", refers to the preparation of this report on detailed guidelines for the area. Section 2.7 of the proposed Part II Plan sets out the role of the guidelines as follows:

"In order to assist in the meeting of objectives of this Plan through redevelopment, it is the policy of Council to

(a) adopt design guidelines for the review of projects in the North Midtown Area; and

(b) ensure that development applications in North Midtown comply with such guidelines or provide acceptable alternatives that meet area planning objectives."

The guidelines should be adopted by resolution of Council in order that Council, the public, the developers and the architects recognize their importance. They should be made available in a special publication, to the public and in particular, to architects for consideration in the early design stages of a project. Reports on development applications should refer to how a project complies with the guidelines.

Designs differing from the general and area specific guidelines presented here may be considered, however a detailed analysis should be submitted to support the alternate design proposal to the guideline.

2. Background

2.1 Special Characteristics

In the context of the rest of the Central Core, many of the areas in North Midtown are unique, in terms of use, such as quiet tree-lined residential pockets surrounded by active mixed-use developments; scale, such as the tall towers fronting Bloor Street built adjacent to the lowrise housing of Asquith-Collier and lowrise mixed use buildings in Yorkville; and building form, such as the Metro Library on Yonge Street which contrasts to the Yorkville Library and Firehall nearby on Yorkville Avenue. Its uniqueness and diversity attracts tourists to the City and it plays an important role as a regional commercial centre. Its uniqueness has also given parts of the area names such as "5th Avenue North", while "Yorkville" is known internationally. In its uniqueness and diversity there may be competing objectives by different groups who live and work in the area including area residents, property owners, and area associations. The Part II Plan sets out planning objectives for the various parts of North Midtown to protect the special characteristics of the components and to ensure compatibility between adjacent areas. Development guidelines can be effective tools in achieving these objectives.

2.2 Goals and Objectives

It is the goal of the guidelines to improve upon the quality of the environment in North Midtown and ensure that those elements which contribute to the special character of the diverse parts of the area are retained and enhanced. The main planning objectives

in achieving this goal include the protection of residential areas from adverse impacts of adjacent commercial uses, enhancement of Areas of Special Identity, enhancement of historic buildings, improvement to public areas such as sidewalks and parks, and the attainment of additional parking facilities to meet established parking demand in the area. The types of guidelines to implement these objectives are shown on the following chart, included in the Area Plan report, which sets out the general framework for the guidelines. These objectives are also illustrated in the photographs and sketches in Appendix 3 attached to this report:

OBJECTIVE	TYPE OF PROJECT GUIDELINES
(a) protection of residential areas from adverse impacts of adjacent commercial uses	- location of servicing and vehicular access - impact of massing on shadows, wind, visual intrusion - buffering, by way of landscaping, fences - location of uses
(b) enhancement of Areas of Special Identity	- location of building, servicing - compatibility with adjacent buildings in terms of scale, form, character, streetscape - treatment of surface parking lots - compatibility of landscaping, open space areas - location of entrances - protection of special views - location and type of signs, lighting, street trees and street furniture
(c) enhancement of historic buildings	- location, scale and form to be compatible with unique character of adjacent historic buildings
(d) improvement to publicly accessible areas (streets, front yards, parks)	- secure access to open spaces - sun and wind studies of major buildings to optimize conditions at grade - through block pedestrian connections where appropriate - landscaping to tie into street improvement plan - major street intersection improvements as pedestrian

	focal points - location of servicing and parking access to minimize conflicts with pedestrian - improved access for the disabled and elderly - provide pedestrian-related interest at grade
(e) increase public parking spaces in the Bloor/ Yorkville Area	- encourage increased parking for certain projects for use as public parking.

2.3 City-wide Guidelines

The following guidelines approved by Council are applied City-wide and should be considered in developing proposals within the North Midtown area:

- Barrier Free Planning Guidelines for the Elderly and Disabled
- Outdoor Cafe Guidelines
- Light, View and Privacy Guidelines for CR Districts
- Guidelines for Split Level Entrances

Council has also approved the guidelines included in Appendix 1 for Berryman Street.

2.4 Organization of this Report

Section 3 of this report contains guidelines of a general nature for the purpose of reviewing all applications for development within North Midtown. These general guidelines are set out under the following headings - vehicular access and parking, pedestrian circulation and environment, and streetscape and built form. In addition, the Comprehensive Streetscape Improvements Plan has been proposed in the report "Revised North Midtown Area Plan", and is included as Map 1 and Appendix 2 of this report.

Because of the varied nature of North Midtown, the guidelines have been further developed for 10 areas as shown on Map No. 2, some of which are the proposed Areas of Special Identity in the Part II Plan:

a. Yonge - Yorkville Area (Area of Special Identity)

b. Village of Yorkville Area (Area of Special Identity)

c. Scollard - Hazelton Area (Area of Special Identity)

d. Davenport Terrace Area (Area of Special Identity)

e. Davenport Area

f. Yonge - Davenport - Church Area

g. Bloor Street and Rosedale Valley Ravine Area

h. Avenue Road Area

i. Yonge Street, North of Ramsden Park (Area of Special Identity)

j. Low Density Residence Areas (Yorkville Triangle, Ramsden Park & Asquith-Collier Residence Areas - Areas of Special Identity)

Specific development review guidelines for each of these areas have been proposed in Sections 4 - 13 of this report.

Where appropriate, the area specific guidelines have been broken into vehicular access and parking, pedestrian circulation and environment, and streetscape and built form. In addition, area specific co-ordination with the Comprehensive Streetscape Improvements Plan has been included as Map 1 and Appendix 2 of this report.

3. General Guidelines

Under Section 40 of the Planning Act, the City can review a number of matters relating to site planning and maintenance of a project within areas of development control and secure them in Development Agreements. These matters include landscaping, access, massing and the relationship with adjacent buildings in special circumstances. Height, density, and use are the subject of Zoning By-law provisions. Collateral Agreements are used in certain cases to secure additional items, including sidewalk improvements. The following general guidelines should be considered in reviewing applications for Development Review or Rezoning. Many of these general guidelines are illustrated in numerous photographs, sketches, and on Map No. 4 in Appendix 3 of this report.

3.1 Vehicular Access and Parking

(a) In order to protect residential areas from adverse impacts, vehicular access and service areas for non-

residential uses should be effectively separated or screened to reduce noise, odour and visual impacts or located less than 3 metres from the lot line abutting an R district.

(b) In order to improve the physical environment at grade, storage facilities for garbage should be provided inside buildings for commercial uses and high density residential buildings.

(c) In order to ensure that parked vehicles do not extend into the pedestrian pathway and to provide an attractive edge to a parking lot, commercial and public parking lots should be designed with a screen, wall or landscaping adjacent to sidewalks and walkways.

(d) In order to encourage the use of bicycles and meet proposed City-wide standards, bicycle parking spaces should be provided and appropriately located close to entrances of buildings, or as part of the parking facilities, and in clear view, at a rate of one space for each:

- 300 square metres of gross floor area of retail, grocery stores, supermarkets and other self-service establishments over 1200 square metres of gross floor area, up to a maximum of 20 spaces;

- 500 square metres of gross floor area of department stores over 2000 square metres of gross floor area up to a maximum of 20 spaces;

- 1000 square metres of gross floor area of an office or institution over 4000 square metres of gross floor area up to a maximum of 20 spaces; and

- 5 dwelling units in every residential or mixed-used development in excess of 25 units.

(e) To help meet established public parking demand, where possible and appropriate, new projects in CR districts should provide parking spaces to be made available to the public in addition to the minimum required by the Zoning By-law.

(f) In order to protect residential areas from adverse impacts as a result of unnecessary non-residential vehicular traffic, vehicular access to projects in CR districts should be taken, where possible, from existing

rear lanes and from streets other than local residential streets.

(g) In order to make best use of existing parking spaces in the area, parking garages and lots should be clearly identified on site and at nearby intersections.

3.2 Pedestrian Circulation and Environment

(a) In order to improve the interest of the pedestrian environment:

(i) retail uses in CR districts should be provided at grade, be continuous and abut the sidewalk or common outdoor space adjacent to the sidewalk;

(ii) parking should not be located in front of retail stores;

(iii) the retail frontage should maximize window display areas and/or outside areas for merchandise display and minimize the amount of space taken up by stairways (see also City-wide guidelines for split level entrances referred to in 2.3 of this report); and

(iv) the street level of buildings in CR districts should be designed to reflect the existing predominant scale of small individual storefronts (4.5 to 6 metres wide).

(b) In order to ensure that interior mid-block pedestrian walkways provide a public image for the privately-owned space and are comfortable, safe and pleasant areas to walk, the walkways should be designed with appropriate paving, seating, lighting, signage and other orientation measures.

(c) In order to provide continuity and a public image for privately-owned open space, materials and designs used for exterior mid-block pedestrian connections and open space areas should be compatible with those used for public sidewalks.

(d) In order to minimize the disruption to pedestrian movement along sidewalks, unnecessary duplication of vehicular access points should be avoided.

(e) In order to improve the quality of residential environments, illuminated signs and lighting in CR districts should not shine directly into windows of residential units.

(f) In order to improve the scale and streetscape of local streets and privately-owned pedestrian areas, low level lighting, 3.5 metres in height, should be provided.

(g) In order to improve the pedestrian environment adjacent to transit stops, shelters and windbreaks and other weather protection should be incorporated within new developments, where transit shelters are not otherwise provided.

(h) In order to avoid long, and large blank walls along pedestrian routes in CR districts, facades should be designed, or improved where existing, to make the space more safe and attractive by means of decorative masonry, provision of pedestrian scale lighting and landscaping elements, and the inclusion of special elements of pedestrian interest such as displays, sculpture, seating and decorative lighting.

3.3 Streetscape and Built Form

(a) In order that residential areas are protected from undue overshadowing by proposed buildings in a Medium or High Density Mixed Commercial-Residential district, the shadow cast by the proposed building should:

(i) be such that the ground floor windows of nearby houses or the lowest residential unit in a mixed-use building should not be overshadowed for a period of at least 2 hours on March 21 and September 23; and

(ii) not overshadow a yard, roof deck or balcony of a residential dwelling unit for a period of at least 2 hours on June 22.

(b) In order to minimize the adverse impact of a proposed building's mass and location on neighbouring areas, applicants of projects which have a height in excess of 12 metres should provide drawings or models showing shadows cast by the proposed development on publicly accessible areas and on buildings surrounding it. Shadows should be shown for December 22, June 22 and September 23/March 21 for the hours of 10 a.m., 11 a.m.,

Noon, 1 p.m., 2 p.m., and 4 p.m. Shadow drawings should be provided early in the development review process.

(c) In order to minimize the adverse impact of a proposed building on the pedestrian level surrounding the building and in neighbouring areas, applicants of projects in excess of 30 metres in height or 3 times as high as surrounding structures should provide a pedestrian level wind study of the proposed development early in the development review process.

(d) In order to ensure pedestrian comfort in public areas, the wind level of any such area should not exceed level 4 of the Beaufort Level on a weekly basis. Where wind levels are shown to be in excess, the area should be redesigned.

(e) In order to enhance the streetscape and provide pedestrian interest at grade, new buildings in CR districts should have a continuous frontage and provide a setback at grade the average distance of the setback of existing or adjacent buildings.

(f) In order to ensure the enhancement of historic buildings, the height, massing and appearance of projects to be built adjacent to buildings listed or designated by Council as having historical or architectural merit should be compatible with such buildings and reinforce the streetscape by having regard for the existing cornice lines, roof lines, window design, floor levels, entrances, colour and materials used in the listed or designated buildings.

(g) In order to minimize the impact on the streetscape, mechanical equipment and mechanical penthouses should be located and designed on the roof of lowrise buildings (i.e. below 5 storeys in height) to be hidden from view along the street or adjacent public spaces.

(h) In order to ensure that projects which are located at the visual end of streets, as shown on Map No. 4, create or enhance the vista of the street, consideration should be given to project massing, location, landscaping, use and type of materials, layout of fenestration and roofline design, colour as well as to the provision of special features.

(i) In order to recognize the character and significance of major intersections as pedestrian focal points, as shown on Map No. 4, special consideration should be given to

the streetscape, built form and pedestrian level environment at these intersections including setbacks, massing, improved sight lines, entrances to buildings, orientation, colour, special features, public improvements and activities.

(j) In order to make corner sites more comfortable, pleasant and safer environments for pedestrians and reinforce the streetscape, spaces should be designed to include primary entrances, provide additional space for pedestrians at grade and be suitably integrated as attractive places for people to gather and socialize in corner locations as identified on Map No. 4.

3.4 Co-ordination with Public Improvements

(a) In order to develop pedestrian areas in a co-ordinated and comprehensive manner as established in the Comprehensive Streetscape Improvement Plan proposed in the Revised North Midtown Area Plan and shown on Map No. 1 of this report, owners of major projects in North Midtown should be requested to improve, at their own expense, the public sidewalk in front of their project with the remainder of the landscaping of their site, including surface materials, lighting, seating, the planting of trees, and weather protection features at transit stops.

In addition, a number of other general and area specific public improvements are proposed in the North Midtown Area Plan and should be considered and co-ordinated with redevelopment. These are summarized in Appendix 2 of this report and illustrated in Map No. 1.

4. The Yonge - Yorkville Area

This area, bounded by Davenport Road, Bay Street, Cumberland Street and Yonge Street is currently under the most development pressure within North Midtown. For instance, 4 major applications were being processed in 1982 for this small area alone, including the Stone Church site and the corner property at Bay and Davenport. Its numerous surface parking lots, underutilized sites and vacant buildings indicate that the area is in transition with many sites suitable for redevelopment. It is also an area with tremendous potential for improvement to the quality of the environment in North Midtown as illustrated in numerous photographs and sketches in Appendix 3 of this report and on Map No. 4. Redevelopment sites located adjacent to historic buildings offer the opportunity for new development to enhance the view of these structures and reinforce the character and streetscape in

which they are situated. For instance, the Stone Church redevelopment and future redevelopment opportunities on the Ziggy's Supermarket site and Yorkville Studios sites offer new and improved opportunities for historic buildings such as Ketchum Hall, the Library and Firehall on Yorkville, and the historic buildings located on the west side of Yonge Street. This is further illustrated in Map No. 5 and Drawing B for the west side of Yonge Street as shown in Appendix 3 of this report.

The Part II Official Plan designates the area as an Area of Special Identity encouraging

> "development that is compatible with the existing historic buildings and uses of this area. Structures on Yonge Street are primarily historic three storey brick fronted buildings built to the street line with frequent entrances to shops at the street level and some have apartments above. New development along Yorkville Avenue should be compatible with and enhance the Yorkville Public Library and Yorkville Fire Hall, which are landmarks in the area and listed by Council, as having architectural and historical merit. Designated views of the Fire Hall tower should be maintained as shown in Map B (in the Part II Official Plan). New buildings proposed in the vicinity of Stollery Park should not unduly overshadow it. Development abutting Scollard Street should also complement existing listed and other houseform buildings. With redevelopment, opportunities exist to reinforce the character, improve views and streetscapes, and improve upon the pedestrian environment of the area."

Scollard Street is a local street where public improvements to Stollery Park and the widening of the north sidewalk are recommended to be considered further as part of the Comprehensive Streetscape Improvements Plan as shown on Map No. 1 in order to provide a comfortable and pleasant pedestrian environment in anticipation of more residential development along this street. This is further illustrated in the photographs on pages 17 and 18 of Appendix 3 in this report.

Also, as recommended in the "Revised North Midtown Area Plan", in order to better co-ordinate the public improvements in the Yonge/Bay/Bloor area, including the area south of Bloor Street, and provide a basis for integrating building development with streetscape improvements and the quality of the pedestrian

environment, design guidelines for Bay and Yonge Streets south of Bloor Street should be developed.

The following area and site specific guidelines are proposed for the Yonge-Yorkville Area of Special Identity. Many of the guidelines are illustrated in the photographs and sketches provided in Appendix 3 of this report. In particular, Map No. 5 summarizes the key features of the following guidelines:

4.1 Vehicular Accessibility and Parking

(a) In order to develop a more pleasant pedestrian environment on Scollard Street, vehicular access to parking and service areas should be from Davenport or Yorkville, where possible.

4.2 Pedestrian Circulation and Environment

(a) In order to provide weather protection and a unifying physical element along the following streets:

(i) Bay Street - canopies, continuous arcades or other weather protection should be provided within new developments, especially those fronting along the east side of Bay Street;

(ii) Yonge Street - coloured cloth awnings should be encouraged in accordance with the procedures and specifications included in Sections 47, 48 and 49 of By-law No. 12519 known as the Streets By-law and Metropolitan By-law 245-77 respecting the east side of Yonge Street north of Collier Street.

(b) In order to provide a comfortable and convenient pedestrian environment, projects should incorporate midblock pedestrian connections as shown in Map No. 3.

4.3 Streetscape and Built Form

(a) In order to minimize overshadowing of public sidewalks, enhance the streetscape and reinforce the scale of listed buildings along the street, buildings on the north side of Scollard, north and south sides of Yorkville and north side of Cumberland Street should be developed within the building envelope as shown on Drawing A attached to this report.

(b) New buildings should be located and designed to minimize overshadowing of Stollery Park by ensuring that 60% of

the park is in sunlight at 9 a.m. and 75% of the park is in sunlight at noon and 3 p.m. on March 21/September 23.

(c) New buildings on the south side of Scollard Street between Bay and Yonge Streets should be located and designed to minimize overshadowing of the public sidewalk on the north side by ensuring that 60% of the width of the sidewalk is in sunlight at noon on March 21/September 23.

(d) To ensure that the height, massing and appearance of new buildings to be built adjacent to the historic firehall and library on Yorkville complement and enhance these historic buildings, special attention should be given to the design of the new building to reflect existing cornice lines, roof lines, fenestration, floor levels and materials used in these buildings.

(e) In order to create and enhance views of the historic firehall clock tower on Yorkville Avenue, special consideration should be given to the design and location of adjacent and nearby proposed new buildings. Proposals directly in line with the designated view planes shown on Map No. 2 should be designed to expose the upper 1/3 of the clock tower to view at grade at the following locations:

- the intersection of McMurrich with Davenport Road;
- the eastern point of Stollery Park;
- from midpoint on the south side of Cumberland Avenue adjacent to Cumberland Terrace; and
- from the intersections of Yorkville Avenue with Yonge Street and Bay Street.

This is further illustrated in the photographs and sketches on pages 25 and 26 in Appendix 3 of this report.

(f) The setback on the north side of Yorkville, west of 34 Yorkville and east of 22 Yorkville should expose the historic clock tower to view as illustrated on Map No. 5 and in the perspective Drawing No. 26.

(g) Applications for variances and rezonings may be considered above the permitted height limit for the west side of Yonge Street between Yorkville Avenue and Scollard Street which meet the building envelope as shown on Drawing B, which ensures a low scale building at the

street line, maintains the designated views of historical buildings and ensures that Stollery Park is not overshadowed.

5. The Village of Yorkville Area

The Village of Yorkville Area is the heart of the internationally known retail area. It is an area located immediately north of the highrise towers along Bloor Street between Bay Street and Avenue Road and mainly comprises low rise buildings fronting onto Yorkville Avenue and Cumberland Street. It is active during the day and in the evening and it acts as both a regional commercial area as well as a significant tourist attraction. The Area of Special Identity statement in the Part II describes this Area as follows:

> "Buildings in the area are predominantly brick-fronted houseform buildings, generally setback from the street line, with consistent cornice lines and building heights, frequent gables and dormer windows, and a general vertical emphasis on design. Retail uses in the form of small shops are continuous along the street frontage and often located at a half level below or above the street level. Dominant uses are specialty boutiques, particularly for clothing and antique stores, restaurants, and outdoor cafes."

The proposed Part II encourages "developments that are compatible with the existing form and use in this area and to encourage, where possible, the retention of existing clusters of houseform buildings." The following area and site specific guidelines are proposed to implement these objectives:

5.1 Vehicular Accessibility and Parking

(a) Because of the high pedestrian activity in the area, particular consideration should be given to minimizing the number and impact of vehicular access points across sidewalks to parking and loading areas.

5.2 Pedestrian Circulation and Environment

(a) In order to provide a more comfortable and convenient pedestrian environment, projects proposed along the north side of Yorkville and south side of Scollard should incorporate mid-block pedestrian connections from Yorkville to Scollard as shown in Map No. 3.

5.3 Streetscape and Built Form

(a) In considering applications for variances and rezoning above the permitted height limit for this area, the form of the proposed building on the lot should be within the building envelope as shown on Drawings C and E in order to provide an acceptable relationship of buildings in terms of light, view or privacy, and maintain the streetscape character. This is further illustrated in photographs on page 21 of Appendix 3 of this report. Consideration of a higher building mass may be possible between Scollard and Yorkville and Cumberland and Yorkville because the building envelope would encourage the bulk of the proposed building to be developed toward the centre of the block, thereby maintaining the pedestrian scale and streetscape at the street level.

(b) New buildings on the south side of Yorkville Avenue should be located and designed to minimize overshadowing of the public sidewalk on the north side by ensuring that 60% of the width of the sidewalk is in sunlight at noon on March 21/September 23.

6. The Scollard - Hazelton Area

This is an area which forms the most northerly part of the area commonly known as Yorkville. However, where Yorkville is an active area with restaurants, outdoor cafes and specialty boutiques, the Scollard-Hazelton area is much more passive in character. Restaurants and tavern-type uses are prohibited in the area. As well, there is a higher residential component in this area and it is closer to the Yorkville Triangle residential area. The proposed Area of Special Identity statement in the Part II Plan describes the area as follows:

> "Structures in this Area are mainly two and three storey Victorian houseform buildings on small lots built close to the streetline with many entrances at street level and are used for a mixture of shops, particularly art galleries, and offices, some with residential units above."

It also encourages "developments that are compatible with the existing form and use of this area", and recommends that the "retention of listed buildings and clusters of houseform buildings is to be encouraged as well as the development of mixed use buildings in which non-residential uses are compatible with residential uses." The following area and site specific guidelines are proposed:

6.1 Vehicular Accessiblity and Parking

(a) In order to protect the area from adverse impacts as a result of unnecessary non-residential vehicular traffic, ingress to, and egress from, parking and service areas should not be from Hazelton Avenue or Scollard Streets, where alternative access is possible and appropriate.

6.2 Pedestrian Circulation and Environment

(a) In order to provide a comfortable and convenient pedestrian environment, projects proposed along the north side of Yorkville and south side of Scollard Street should incorporate mid-block pedestrian connections from Yorkville to Scollard as shown in Map No. 3.

6.3 Streetscape and Built Form

(a) In considering applications for variances and rezoning above the permitted height limit for this area, the form of the proposed building on the lot should be developed within the building envelope as shown on Drawing C in order to provide an acceptable relationship of buildings and maintain the streetscape. Consideration of a higher building mass may be possible on the south side of Scollard Street because the building envelope would encourage the bulk of the proposed building to be developed toward the rear of the property, thereby maintaining the pedestrian scale and streetscape at the street level.

(b) New buildings on the north side of Scollard Street should be located and designed to minimize overshadowing of Ketchum Park and protect residential units from being overshadowed or enclosed by walls of adjacent buildings, as shown in Drawing D.

(c) New buildings on the south side of Scollard Street should be located and designed to minimize overshadowing of the public sidewalk on the north side by ensuring that 60% of the width of the sidewalk is in sunlight at noon on March 21/September 23.

7. The Davenport Terrace Area

This area, located on the north side of Davenport Road between Avenue Road and Hillsboro Avenue, consists of a unique and interesting row of three storey brick houseform buildings of Victorian facades. The Area of Special Identity statement in the Part II Plan further describes the buildings in the area as having

"consistent heights and cornice lines, generally consistent setbacks from the street line, and a continuous profile of pitched rooflines along the street. Dominant uses include boutiques, art galleries and professional offices."

The proposed Part II statement encourages "developments that are compatible with the existing form and use of the area", and recommends that

> "consideration is to be given to uses that are compatible with the adjacent Low Density Residence Area, and the buildings should not overshadow the Pears Avenue Residence Area to the north, which is located at a considerably lower elevation than Davenport Terrace."

The following area and site specific guidelines are designed to enhance the streetscape and improve its relationship with the adjacent Low Density Residence Area.

7.1 Vehicular Access and Parking

(a) In order to ensure a pleasant and safe pedestrian environment, provide safe conditions and minimum disruption to traffic, and maintain the existing continuous row of buildings, vehicular access for parking and loading purposes should be provided from the rear lane for properties along Davenport Terrace which abut it.

7.2 Streetscape and Built Form

(a) In order to maintain the unique and interesting streetscape, buildings along Davenport Terrace should maintain the existing continuous frontage by providing a setback consistent with adjacent buildings.

(b) In order to ensure that the houses and rear yards along Pears Avenue are not overshadowed, the form of the proposed building on Davenport Terrace should be within the building envelope as shown on Drawing F attached to this report.

(c) In order to reinforce the character of the existing buildings along Davenport Terrace, the height, massing, and appearance of new buildings should have regard for consistent cornice lines, roof lines, fenestration design, floor levels and materials used in these buildings.

(d) In order to maintain visual privacy between the mixed use buildings along Davenport Terrace and the houses along Pears Avenue, existing trees and vegetation should be retained and new planting material added as necessary.

8. The Davenport Road Area

The Davenport Road area contains a mix of building styles and uses. The houseform buildings generally contain specialty boutiques while the remainder of the buildings are 2 and 3 storey office buildings, many of which are under development pressure. These buildings do not have a consistency of setbacks, cornice lines or roof lines, mainly due to the mix of building styles and uses developed incrementally over time. While this is not an Area of Special Identity it nevertheless has many opportunities with redevelopment for improvement to the streetscape and pedestrian environment of the area. These opportunities include improvement to the streetscape and pedestrian environment along the south side of Davenport Road between Avenue Road and Hazelton Avenue, the south side of Davenport Road between Berryman and Bishop Streets and the area of Davenport Road with the intersection of Bay Street. In itself the unique "sweep" of Davenport Road between Avenue Road and the Bay Street intersection should provide many new opportunities in redevelopment for streetscape improvements and enhancement of interesting views. The retention of clusters of houseform buildings should also be encouraged as well as mixed use buildings in which non-residential uses are compatible with residential uses. The following area and site specific guidelines are designed to enhance the streetscape and improve the pedestrian environment of this area.

8.1 Vehicular Access and Parking

(a) Because of the one way traffic system on Hazelton Avenue and Berryman Street, vehicular access for parking and loading purposes for non-residential buildings should be provided from the rear where possible and appropriate, and in order to reduce the use of local residential streets for unnecessary non-residential traffic, should not take access from Hazelton Avenue or Berryman Street.

8.2 Streetscape and Built Form

(a) In order to create an improved streetscape, new development proposed for the south side of Davenport between Avenue Road and Hazelton Avenue should be designed such that:

(i) the buildings are not set back on the Davenport Road frontage but the building at the corner of Davenport

Road and Hazelton Avenue is set back in line with the adjacent house at 126 Hazelton Avenue; and

(ii) the character of proposed new buildings is in keeping with the existing Victorian facades along Hazelton Avenue and Davenport Terrace.

9. The Yonge - Davenport - Church Area

This area includes both sides of Yonge Street north of Davenport Road and Church Street to Ramsden Park. Structures along the west side of Yonge Street include two historical buildings built to the street line, the Masonic Temple and Ridpaths Furniture, and a number of low and highrise structures. These buildings are used for various purposes including mixed-use commercial-residential buildings, office buildings and service facilities. Part of the mixed use highrise building north of Ridpath's is set back considerably from the street incorporating a vehicular drop off area in the front of the building. The effect of the mix of building forms and inconsistent building lines on the west side of Yonge Street creates an unattractive and uninteresting streetscape. With this in mind, the recently approved proposal for a mixed use building at 900 Yonge was designed to respect the building lines of its historic neighbours, the Masonic Temple and Ridpaths Furniture.

On the east side of Yonge Street, the existing buildings are used primarily for office and other commercial purposes. A highrise senior citizen residence, with retail at grade and set back from the streetline, has recently been built north of the Canadian Tire parking lot. A number of three storey brick fronted historic buildings built to the streetline and used for retail purposes are located immediately north of the building. Low and medium-rise office buildings set back from the street line are located to the north of these buildings. To the east and south are the large Canadian Tire site and T.T.C. air rights lands, anticipated to be subject of a major development project sometime in the future.

Consideration should be given to the form of buildings along Yonge Street to ensure that the pedestrian environment is improved and that the ravine lands are not unduly overshadowed. Also consideration for the protection of the designated views of the Rosedale Ravine, particularly from the T.T.C. lands should be given in the redevelopment of the Canadian Tire site. The following site specific guidelines are therefore designed to enhance the streetscape, improve the pedestrian environment and reduce the impact of new development on the ravine lands.

9.1 Vehicular Access and Parking

(a) Access for the Canadian Tire area should be co-ordinated to provide safe conditions and minimum disruption to traffic on Yonge and Church Streets.

9.2 Pedestrian Circulation and Environment

(a) In order to provide a pleasant and convenient pedestrian environment, projects proposed for the Canadian Tire site and T.T.C. air rights lands should incorporate midblock pedestrian connections from Yonge Street to Severn Street and Rosedale Valley Road as shown on Map No. 3.

(b) In order to provide weather protection and a unifying physical element along Yonge Street, as illustrated in the photographs and sketches in Appendix 3 of this report:

(i) canopies, continuous arcades or other weather protection should be provided;

(ii) coloured cloth awnings should be encouraged where appropriate in accordance with the procedures and specifications included in Sections 47, 48 and 49 of By-law No. 12519, known as the Streets By-law, and Metropolitan By-law 245-77.

9.3 Streetscape and Built Form

(a) In order to reinforce the traditional 3 storey scale along Yonge Street, new buildings on Yonge Street should be designed to have a lower height of 14 metres along the street frontage for a depth of a minimum of 10 metres from the property line.

(b) New buildings should be located and designed to minimize overshadowing of the ravine lands by ensuring that areas of the ravine accessible to the public are in sunlight at noon on March 21 and September 23.

(c) New development proposals should be located and designed on the east side of Yonge Street to take advantage of views of Rosedale Ravine, particularly to ensure continued views of the ravine for subway riders, as illustrated in the photograph on page 22 of Appendix 3 of this report.

10. Bloor Street between Avenue Road and Sherbourne Street

Buildings on Bloor Street, east of Church Street, are predominantly high density institutional-office and mixed residential-commercial buildings fronting Bloor Street, with a mix of building styles, setbacks and building materials. There are few retail uses at the street level along this portion of Bloor Street. There has been substantial redevelopment in this area and few development sites remain.

The majority of buildings along this east portion of Bloor Street take access for servicing and parking primarily from Bloor Street with the exception of 250 Bloor Street East which has a major parking and service entrance from Rosedale Ravine Road. The Ravine By-law now protects ravine lands from development.

Structures on Bloor Street west of Church Street are predominantly a mixture of highrise office and commercial-residential buildings with exclusive boutiques, fashion stores and restaurants located generally within the first two levels of the street and some one level below the street related to the major T.T.C. subway interchange. This area has become known as 5th Avenue North. It is active during the day and in the evening and combined with Yorkville, acts as a regional commercial area.

The height limit along Bloor Street is considerably higher than the lowrise buildings in Yorkville. Therefore, consideration should be given to the form of buildings along this portion of Bloor Street to ensure that the lowrise buildings in Yorkville and the existing and proposed extension to the Village of Yorkville Park are not adversely overshadowed. In addition, the area has been known to be affected by extreme wind conditions due to the heights and massing of existing buildings. The form of buildings and its impact on pedestrians within the immediate area should be carefully reviewed.

Also, in order to better co-ordinate the interface between the south and north sides of Bloor Street, including Bloor Street west of Avenue Road, and provide a basis for integrating building development with streetscape improvements and the quality of the pedestrian environment, design guidelines for the north and south sides of Bloor Street including areas in the Annex west of Avenue Road to St. George Street should be developed. I will be reporting further on this recommendation.

The following area and site specific guidelines are designed to enhance the streetscape and improve the pedestrian environment within the Bloor Street area.

10.1 Vehicular Access and Parking

(a) In order to protect the integrity and environment of Rosedale Ravine, vehicular access for projects on Bloor Street should not take access from Rosedale Valley Road.

10.2 Pedestrian Circulation and Environment

(a) In order to provide weather protection and a unifying element along the street, canopies, continuous arcades and other weather protection devices should be provided within new developments fronting along Bloor Street, particularly along the north side of Bloor Street.

(b) In order to provide a comfortable and convenient pedestrian environment:

(i) projects proposed along Bloor Street should incorporate midblock connections from Bloor to Cumberland Streets as shown in Map No. 3;

(ii) new developments should connect with the underground subway connections where appropriate as shown in Map No. 3; and

(iii) pedestrian access to the Rosedale Ravine should be provided, marked and maintained from Bloor Street.

(c) In order to protect ravine areas, the impact of development on ravine lands should be minimized. Developers of sites including ravine land should provide information as to the impact of a project on the ravine and how this impact is to be minimized. The development agreement for such projects should include appropriate provisions for the protection and enhancement of ravine lands. Developers on a site including ravine land should determine the impact that a proposed development will have on the watertable, contour and natural vegetation of the ravine lands, and if altered, replaced.

10.3 Streetscape and Built Form

(a) New buildings should be located and designed to minimize overshadowing of the Rosedale Ravine lands by ensuring that areas of the ravine accessible to the public are in sunlight at noon on March 21/September 23.

(b) New buildings should be located and designed to minimize overshadowing of the proposed Village of Yorkville Park expansion by ensuring that sufficient sunlight is

available for lunchtime users of the proposed park on March 21/September 23.

(c) New buildings should be located and designed to minimize overshadowing of the public sidewalk on the north side of Cumberland Street by ensuring that 60% of the width of the sidewalk is in sunlight at noon on March 21/September 23.

11. Avenue Road Area, on the East Side, between Bloor Street and the CPR Tracks

Buildings along Avenue Road, south of Webster, are a mixture of high and low rise structures used for a mixture of purposes including office, residential, retail, restaurants, a gas bar, and surface parking. North of Webster, the buildings are predominantly low rise, commercial in use, and generally built along the streetline. The sidewalk width is narrow along this section of Avenue Road as illustrated in the photograph on page 18 in Appendix 3 of this report.

The retention of listed buildings, which includes the two Church buildings and clusters of houseform buildings is to be encouraged as well as mixed use buildings in which non-residential uses are compatible with adjacent Low Density Residence Areas.

The following area and site specific guidelines are designed to enhance the streetscape and improve pedestrian safety and the environment within this area.

11.1 Vehicular Access and Parking

(a) In order to reduce the use of local residential streets for non-residential traffic, vehicular access for parking and loading purposes for buildings on Avenue Road should not occur from Hazelton Avenue or Webster Street. Present access to these streets should be deleted if the existing sites are redeveloped.

11.2 Pedestrian Circulation and Environment

(a) In order to provide for widened sidewalks as illustrated in the photograph and sketches in Appendix 3 of this report, new buildings should be set back at grade from the streetline along Avenue Road.

(b) In order to provide weather protection, an improved pedestrian environment, and a unifying element along Avenue Road:

(i) canopies, continuous arcades and other weather protection should be provided within new developments fronting along the east side of Avenue Road, between Yorkville and Davenport Road; and

(ii) coloured cloth awnings should be encouraged along Avenue Road north of Davenport Road in accordance with the procedures and specifications included in Sections 47, 48, and 49 of By-law No. 12519, known as the Streets By-law.

12. Yonge Street, North of Ramsden Park Area

This area, located along the west side of Yonge Street, immediately north of Ramsden Park is unique to the rest of North Midtown in that it is similar to commercial strips in surrounding areas such as the Annex and Yonge-Summerhill areas with its local shopping areas situated adjacent to low rise residential areas. The Area of Special Identity statement describes the area as follows:

> "buildings in this area are mainly in the form of three storey brick rows built to the street line with frequent entrances. These structures are primarily small shops at street level, serving local and regional markets, with dwelling units above."

The Part II Plan and encourages "developments that are compatible with the existing form and use of this area". It further recommends that "because of its proximity to the Low Density Residence Area to the west, special consideration shall be given to the impact of commercial uses, the form of development, and parking and servicing arrangements, on the Residence Area."

The following area and site specific guidelines are designed to enhance the streetscape and improve the relationship with the adjacent Low Density Residence Area.

12.1 Vehicular Accessibility and Parking

(a) In order to maintain a safe and pleasant pedestrian environment and provide safe conditions and minimum disruption to traffic along Yonge Street, vehicular access for parking and loading purposes should be provided from the rear lane.

12.2 Pedestrian Circulation and Environment

(a) In order to provide a continuous weather protection and a unifying element along the street, coloured cloth awnings should be encouraged along this portion of Yonge Street in accordance with the procedures and specifications included in Sections 47, 48, and 49 of By-law No. 12519, known as the Streets By-law.

12.3 Streetscape and Built Form

(a) In order to ensure that the adjacent Low Density Residence Area is not overshadowed, the form of the proposed building on the Yonge Street property should be within the building envelope as shown on Drawing G and illustrated in the photograph on page 24 in Appendix 3 attached to this report.

13. Low Density Residence Areas (Yorkville Triangle, Ramsden Park and Asquith-Collier Residence Areas)

The Low Density Residence Areas known as the Yorkville Triangle, Ramsden Park and Asquith-Collier Residence Areas are designated Areas of Special Identity in the proposed Part II Official Plan. The Part II statement includes the provision

> "that new development in such Areas respect the special character of the Areas which contain tree lined streets and two and three storey attached and detached houses generally built of brick, consistently set back from the street line, and in the Yorkville Triangle and Asquith-Collier Areas of Special Identity compatible with or built in the Victorian style."

Design guidelines for Berryman Street have already been adopted by Council and are included as Appendix 1. These were prepared as a result of numerous applications to the Committee of Adjustment requesting multiple variances which cumulatively resulted in buildings that would be out of keeping with the scale and character of the street. The main issue on Berryman Street is the pressure for redevelopment of small lots to densities above that permitted on the Official Plan and out of keeping with the existing scale of the surrounding houses.

Under Section 40 of the new Planning Act, Council will have further powers of review of residential proposals containing less than 25 dwelling units if the proposed building is to be located in an area specifically designated in the Official Plan. The

report "Revised North Midtown Area Plan" recommended that the North Midtown residential areas be subject of such a provision because of their special character and on-going development pressure.

The following area and site specific guidelines are designed for review of applications to Development Review and Committee of Adjustment in order to enhance the streetscape and improve the residential environment within the area:

13.1 Vehicular Accessibility and Parking

(a) In order to maintain the pedestrian environment and enhance the streetscape, garages integral to the house and directly accessible from the street should be discouraged where the streetscape would be disrupted. If there is no other alternative for parking, the garage should be located at grade in order to avoid ramps leading down from the sidewalk. This guideline is illustrated in the photograph on page 10 in Appendix 3 of this report.

13.2 Pedestrian Circulation and Environment

(a) In order to maintain and enhance the streetscape and improve the pedestrian environment on residential streets:

(i) front yards should be landscaped as illustrated in the photograph on page 17 in Appendix 3 with grass and trees, typical of, and in keeping with, the existing character of the residential street; and

(ii) consideration should be given to the street design with respect to building scale, roof line treatment, garage door treatment and stairways in order that the building is compatible with the existing residential character along the street. An example of this guideline is shown in the photograph on page 24 in Appendix 3.

13.3 Streetscape and Built Form

(a) In order to ensure that the north side of Belmont Street is not overshadowed, new development on the south side of the street should be within the building envelope as shown on Drawing H attached to this report.

(b) In order to ensure that the bulk of proposed buildings does not adversely impact upon adjacent residential areas and the streetscape:

(i) applications to the Committee of Adjustment having the maximum gross floor area of proposals in the Low Density Residence Areas exceeding the amount permitted in the Official Plan should not be supported;

(ii) consideration should be given to the impact of multiple variances and the number of applications made for a certain area; and

(iii) consideration should be given to the effect of multi-storey and large internal voids and their impact on the bulk or perceived increase in density of the building.

Recommendations:

1. That your Committee recommend that City Council adopt by resolution the guidelines included in this report.

2. That I be requested to report on compliance with the guidelines in my reports on Development Review Rezoning applications for the North Midtown Area.

3. That I be authorized to publish a guidelines booklet for North Midtown to include the guidelines and public improvements recommended in this report.

Stephen G. McLaughlin
Commissioner

JJ/clh

APPENDIX 1

Berryman Street Guidelines for applications to Committee of Adjustment, Development Review, as contained in reports dated, September 8, 1982, adopted by City Council on October 7-8, 1982.

1. Sideyard setbacks - Sideyard setbacks should be enforced for semi-detached houses and end units of townhouses to ensure access to the rear of the houses because there is no alternate rear laneway access.

2. Depth and rear yard setbacks - Rear yard setbacks should be enforced, especially on the north side of the street. Variation in house depth should be permitted only when it does not encroach on the required rear yard setback.

3. Front yard setbacks and 50% landscaped open space in front yard - The front yard setback should be permitted to be reduced to the average of the adjacent houses to reflect the existing street and area character. Open space requirements would have to be reduced on lots narrower than 6 metres (20 ft.) and containing integral garages. In these circumstance, consideration should be given to appropriate planting and paving materials, as noted above.

4. Height - Only very minimal variances should be permitted.

5. Location of integral garages - Garages should be located at grade so that ramps down from the sidewalk are avoided. If necessary, gates should be provided at the ramp to visually maintain the street level.

6. Severances - Support should be given if the variances requested are appropriate.

7. Applications with multiple requests for variances - Careful consideration should be given to the combined impact of the effects of the variances requested.

8. Timing - Applications for variances and severances should be considered concurrently with consideration of an application for development review so that the matters of siting and landscaping can be reviewed and appropriate elements secured on plans.

9. Access - the site plan should allow for adequate and convenient access, parking arrangements, and stairways.

10. Landscaping - a maximum amount of front yard should be landscaped with suitable planting, and attractive paving should be used.

11. Character - consideration should be given to the street design with respect to scale, roof line treatment, garage door treatment, stairs, etc. so that the building is compatible with the existing residential character.

12. Density

    (a) The maximum permitted gross floor area of the proposal should not exceed 1 times the lot area.

    (b) In considering application for other variances, such as setbacks, depth of buildings, etc., consideration should also be total bulk of the building, and the "apparent" increase in density which results from the inclusion of large internal voids and "children's play areas" which are located substantially above grade.

13. Minimum lot frontages - Consideration may be given to support frontages no less than 4.6 metres (15 feet) for inside rowhousing units, and 5 metres (16.5 feet) for end units of rowhousing and semi-detached houses, provided that the frontyard landscaping, paving materials, and layout are acceptable and secured through a development agreement.

APPENDIX 2

SUMMARY OF PROPOSED PUBLIC IMPROVEMENTS TO BE CONSIDERED AND CO-ORDINATED WITH THE COMPREHENSIVE STREETSCAPE IMPROVEMENTS PLAN PROPOSED IN THE REVISED NORTH MIDTOWN AREA PLAN

The following list includes both general and area specific recommendations for consideration and co-ordination with the comprehensive streetscape improvements proposed within the North Midtown Area:

General

1. In order to provide a pleasant, comfortable and safe pedestrian environment, improvements to the public rights-of-way should be considered as shown on Map No. 1. In implementing detailed design stages, changes may be necessary because of particular utility lines or needs recognized at the time of construction.

2. In order to develop pedestrian areas in a co-ordinated and comprehensive manner, owners of major projects in North Midtown should be requested to improve, at their own expense, the public sidewalk in front of their project with the remainder of the landscaping of their site, including surface materials, lighting, seating, and the planting of trees.

3. In order to ensure that pedestrians are protected from inclement weather, windbreaks, shelters, and other weather protection should be considered at transit stops and co-ordinated with developments proposed for the area.

Area Specific

1. In order to provide a more pleasant and comfortable pedestrian environment, consideration should be given to the widening of the sidewalk on the north side of Scollard Street between Bay and Yonge Streets by reducing the pavement width of the street.

2. In order to provide an enlarged and improved Stollery Park, consideration should be given to the closing of the public lane west of Stollery Park to be designed as part of an enlarged and improved Stollery Park.

3. In order to enhance the entrance to Ramsden Park from Yonge Street, consideration should be given to its improvement

including planting of trees, seating, lighting, orientation signs, and special features.

4. In order to enhance the entrance to Ramsden Park from Avenue Road, consideration should be given to its improvement including the location of appropriate signs identifying the park at its entrance, planting of trees, seating, lighting and special features.

5. A comprehensive design should be undertaken to develop the ravine lands as a comprehensive Rosedale Valley Nature Trail including opportunities for winter use such as crosscountry skiing and tobogganing and year round use as a hiking and jogging/exercise trail. Consideration should also be given to development of a continuous bicycle route connecting the Rosedale Valley Ravine with Bloor and Yonge Streets.

6. A pedestrian level wind study and sun impact study of the Bloor Street area should be undertaken to determine the impact of existing buildings and potential development to the pedestrian level and the possible remedial effects to improve conditions in public areas.

7. Low level pedestrian scale lighting, tree planting and other sidewalk and streetscape improvements should be considered for low density residence areas.

Implementation

1. The Scollard-Hazelton Area of Special Identity should be considered as an extension of the proposed Business Improvement Area for Yorkville.

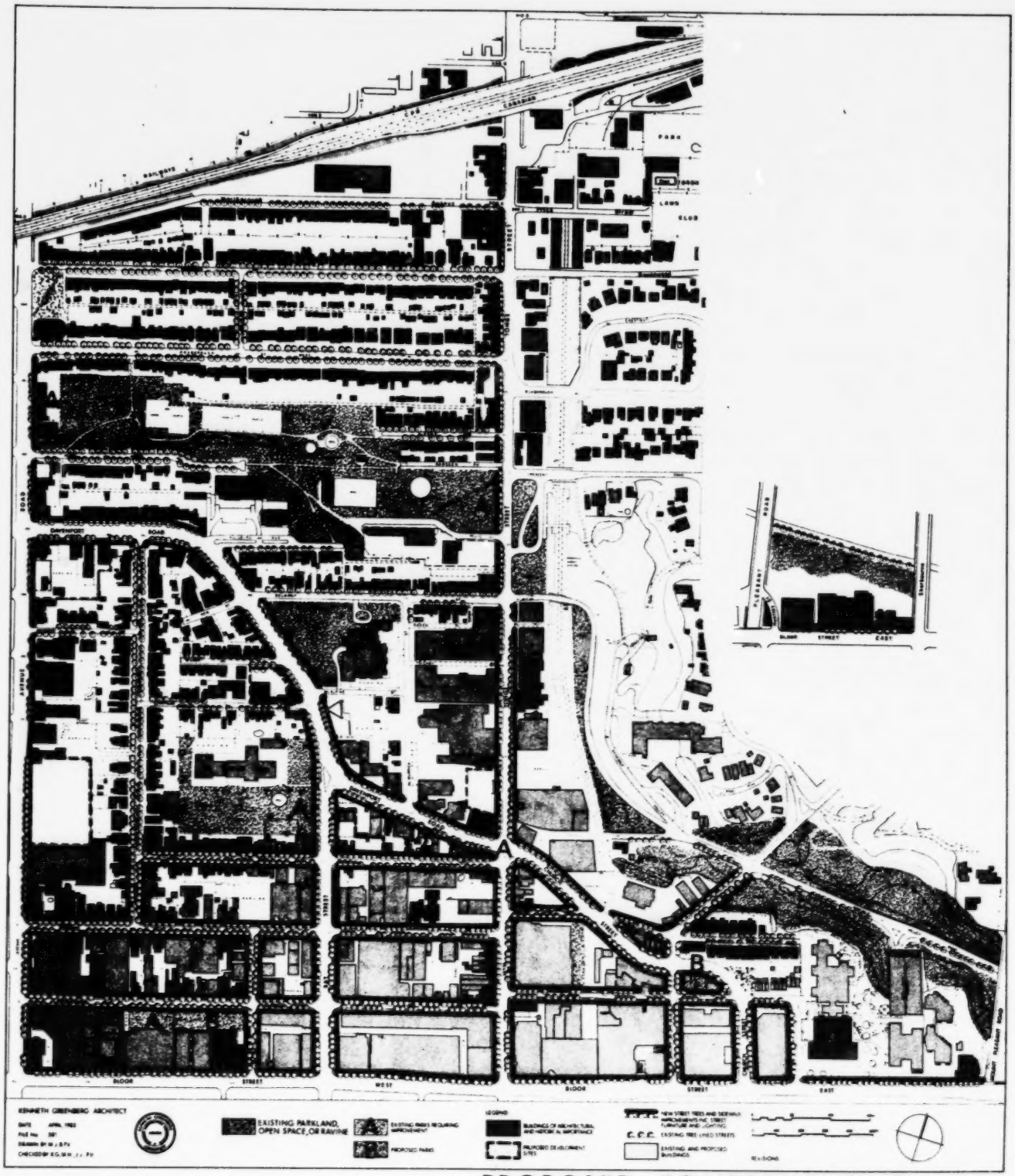
2. The Village of Yorkville should implement the proposed Business Improvement Area program for the area.

3. The Davenport Terrace Area of Special Identity should be considered as a proposed Business Improvement Area.

4. Discussions should take place with property owners, tenants, and other interested parties including the Yonge-Bay-Bloor Association in order to develop a program of implementing improvements to Bloor Street.

APPENDIX 3

ILLUSTRATION OF GUIDELINES



PROPOSED COMPREHENSIVE STREETSCAPE IMPROVEMENTS PLAN

DESIGN GUIDELINES FOR

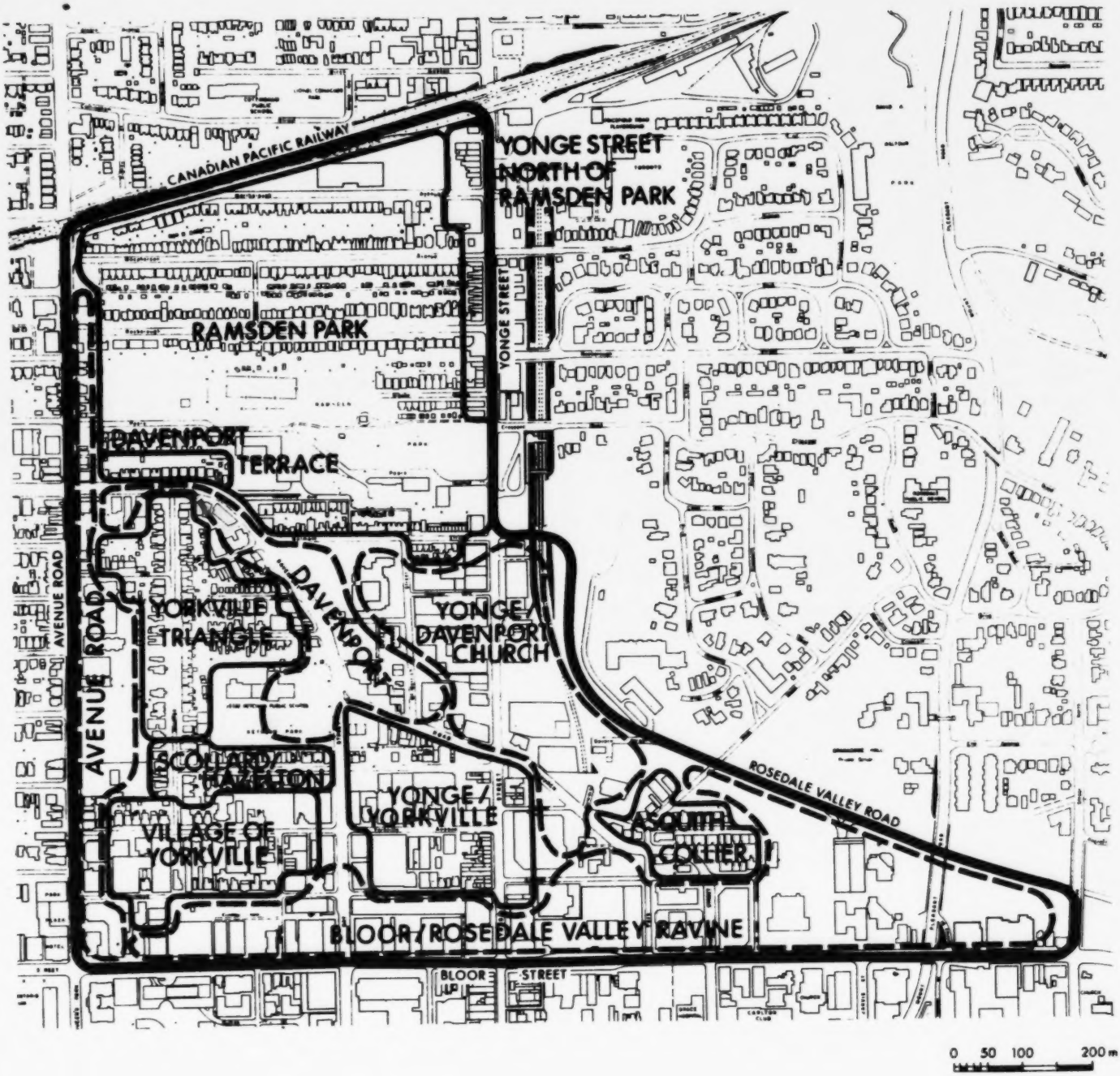
north midtown

1

CITY OF TORONTO PLANNING AND DEVELOPMENT DEPARTMENT

CENTRAL CORE AND WATERFRONT PLANNING DIVISION

MAY, 1983



AREAS OF SPECIAL IDENTITY IN PART II PLAN

OTHER AREAS

AREAS SUBJECT OF SPECIFIC GUIDELINES

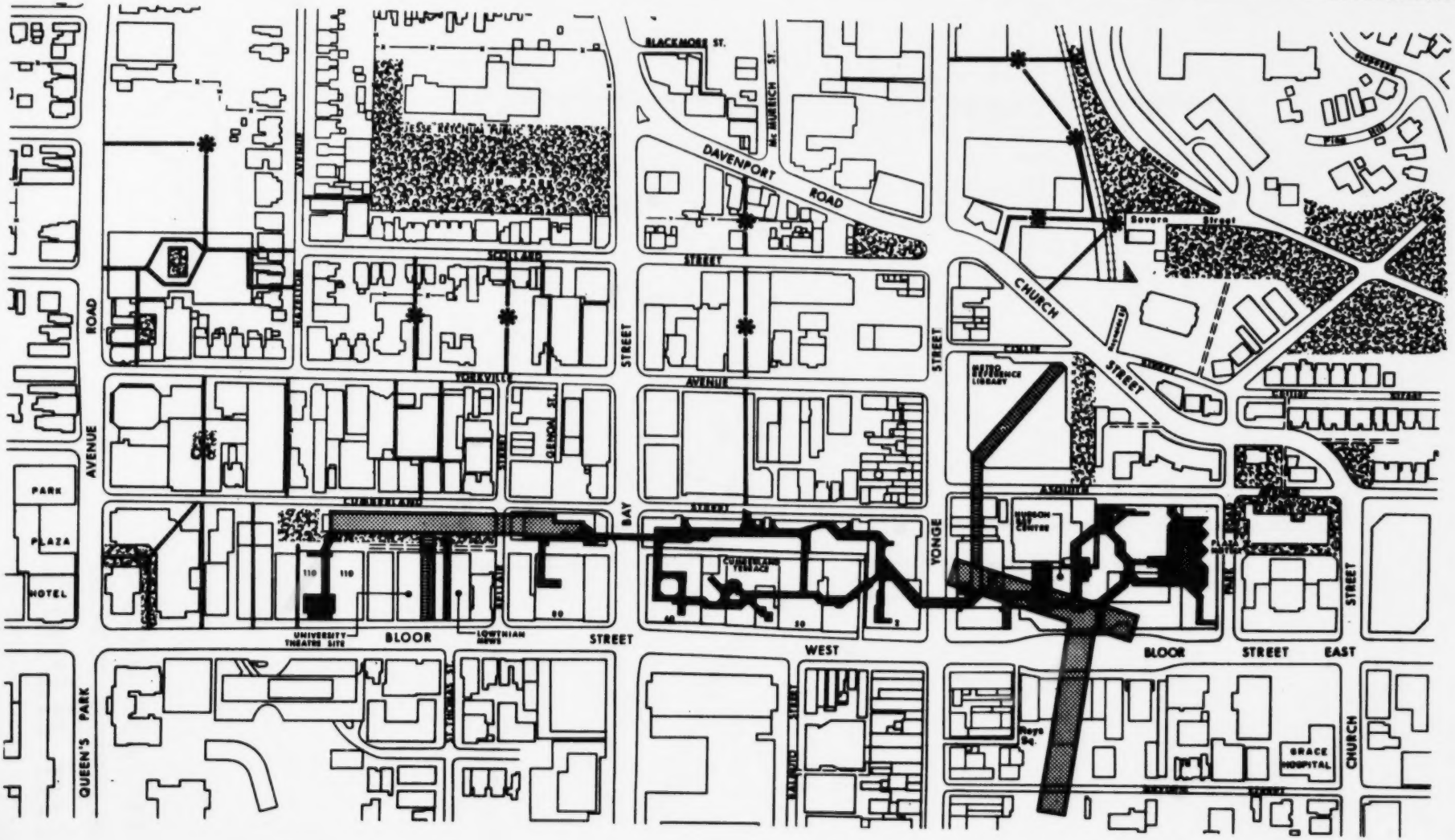
DESIGN GUIDELINES FOR north midtown

2

CITY OF TORONTO PLANNING AND DEVELOPMENT DEPARTMENT

CENTRAL CORE AND WATERFRONT PLANNING DIVISION

MAY, 1983



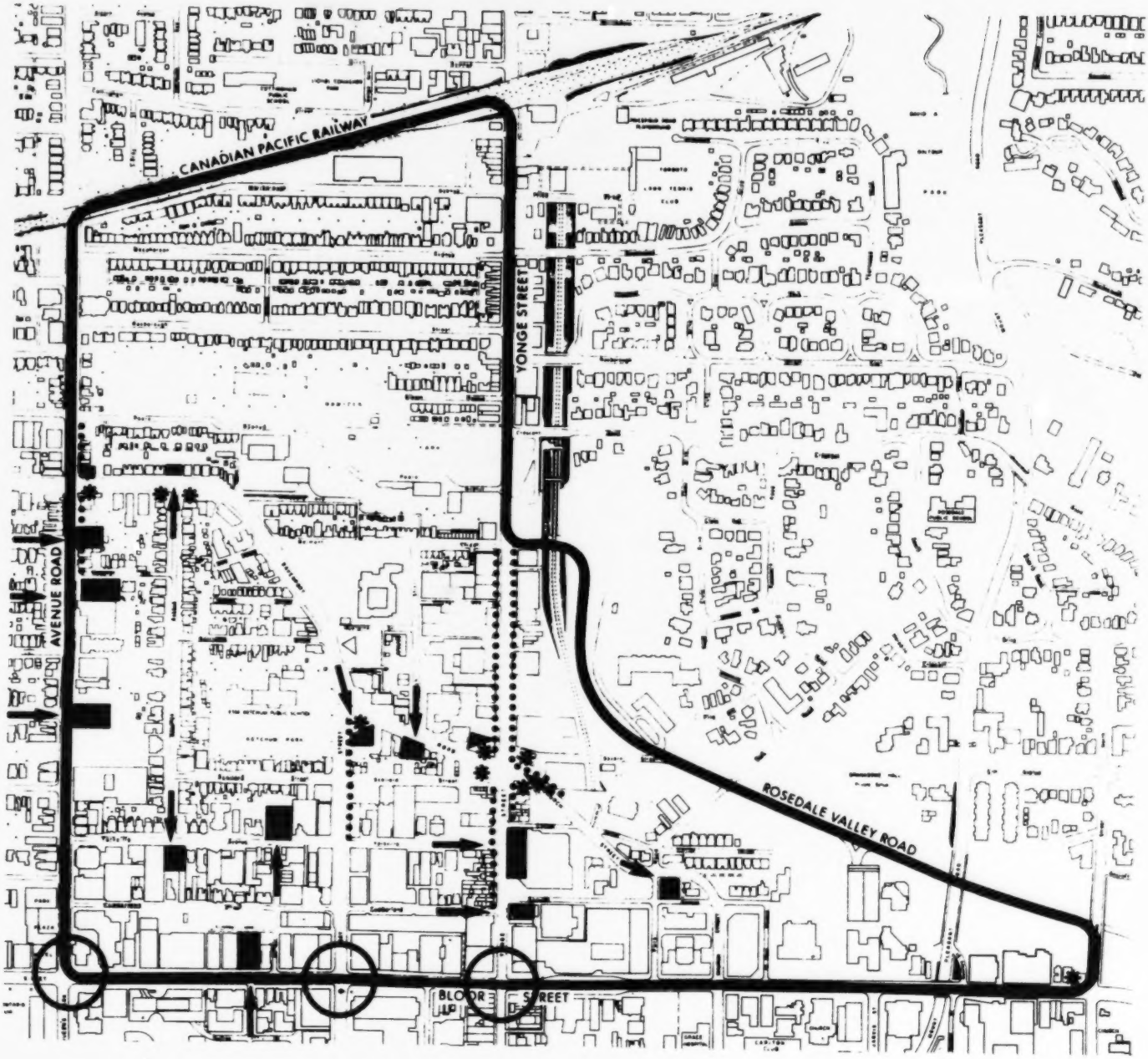
EXISTING
FUTURE
UNDERGROUD PEDESTRIAN MALL SYSTEM
SUBWAY STATION
MIDBLOCK PEDESTRIAN ROUTES
PROPOSED PEDESTRIAN ROUTES
OPEN SPACE - EXISTING AND PROPOSED

NORTH MIDTOWN PEDESTRIAN SYSTEMS
(MAP C IN OFFICIAL PLAN PART II)
DESIGN GUIDELINES FOR
north midtown

3

CITY OF TORONTO PLANNING AND DEVELOPMENT DEPARTMENT
CENTRAL CORE AND WATERFRONT PLANNING DIVISION

MAY, 1983



TERMINATING FEATURES TO A STREET

SPECIAL CONSIDERATION FOR CORNER SITE

SETBACKS AT GRADE

MAJOR INTERSECTION IMPROVEMENTS AS PEDESTRIAN FOCAL POINTS

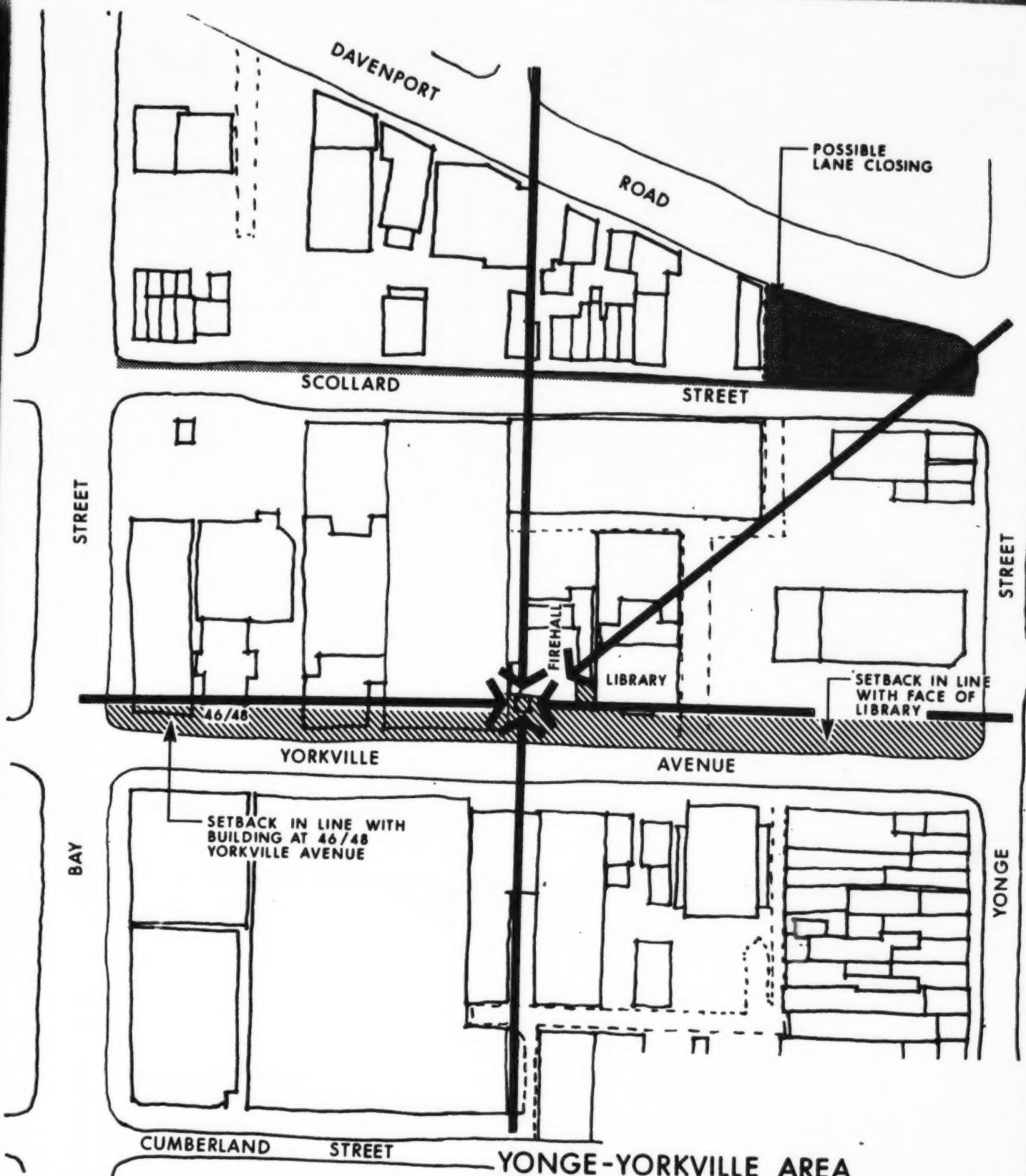
SPECIAL FEATURE GUIDLINES
DESIGN GUIDELINES FOR
north midtown

4

CITY OF TORONTO PLANNING AND DEVELOPMENT DEPARTMENT

CENTRAL CORE AND WATERFRONT PLANNING DIVISION

MAY, 1983



YORKVILLE AVENUE SETBACK

SCOLLARD SIDEWALK WIDENING AND STOLLERY PARK IMPROVEMENT

VIEW PLANES OF HISTORIC YORKVILLE FIREHALL CLOCK TOWER

YONGE-YORKVILLE AREA OF SPECIAL IDENTITY

DESIGN GUIDELINES FOR

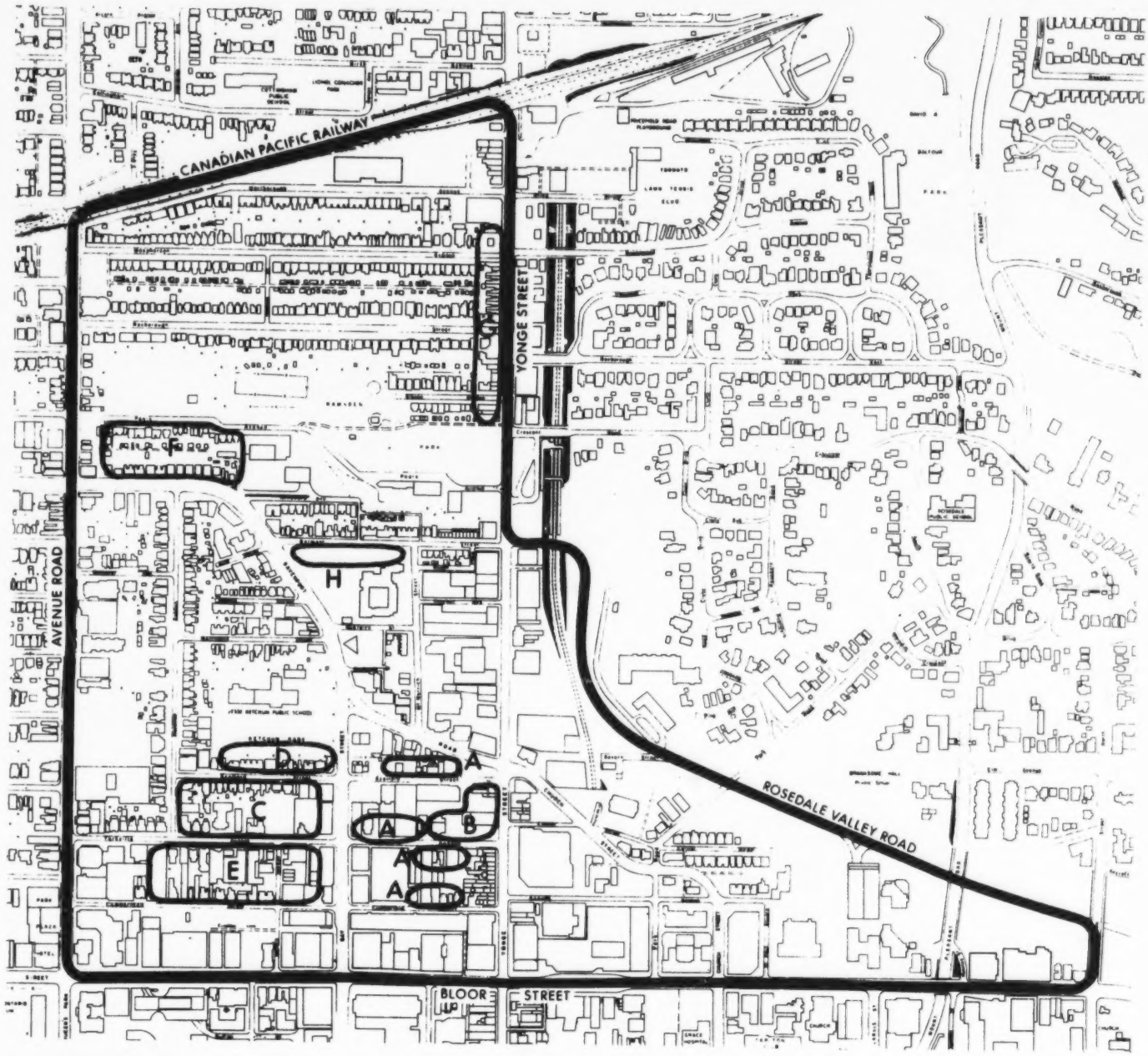
north midtown

5

CITY OF TORONTO PLANNING AND DEVELOPMENT DEPARTMENT

CENTRAL CORE AND WATERFRONT PLANNING DIVISION

MAY, 1983



A
B
C
D
E
F
G
H

ILLUSTRATIONS REFERRED TO ON DRAWING No's 7, 8 AND 9

BUILT FORM GUIDELINE BOUNDARIES

DESIGN GUIDELINES FOR north midtown

6

CITY OF TORONTO PLANNING AND DEVELOPMENT DEPARTMENT

CENTRAL CORE AND WATERFRONT PLANNING DIVISION

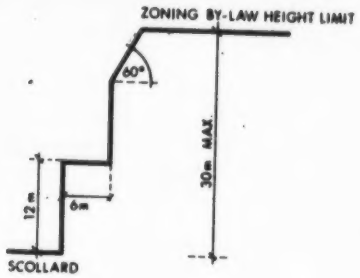
MAY, 1983

BUILT FORM GUIDELINES FOR SELECTED AREAS IN NORTH MIDTOWN

(REFER TO MAP NO.6)

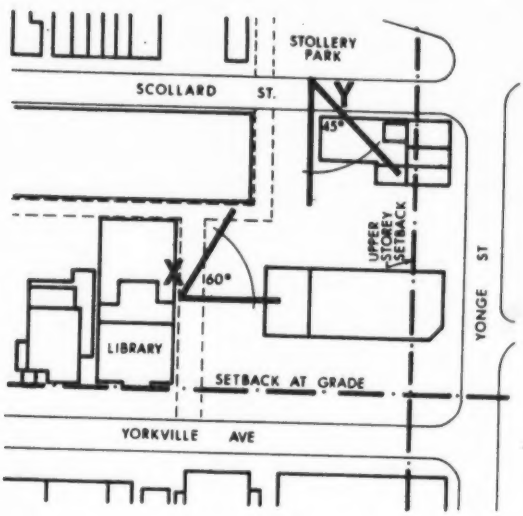
A SCOLLARD, YORKVILLE, CUMBERLAND

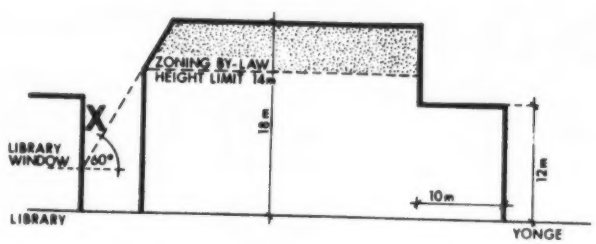
FOR THE NORTH SIDE OF SCOLLARD STREET, YORKVILLE AVENUE AND CUMBERLAND STREET BETWEEN BAY STREET & YONGE STREET

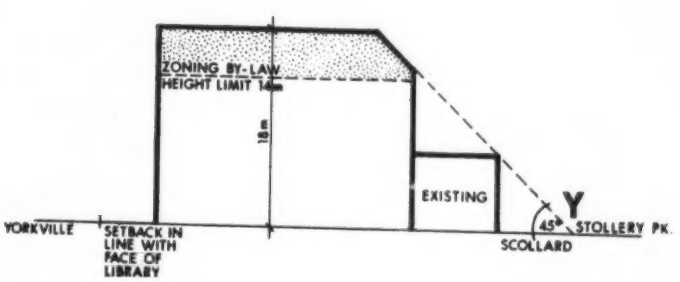


B YONGE, SCOLLARD, YORKVILLE

FOR THE WEST SIDE OF YONGE STREET BETWEEN SCOLLARD AND YORKVILLE. SHADED AREA INDICATES BUILT FORM GUIDELINES IN CONSIDERING VARIANCES AND REZONING ABOVE THE PERMITTED HEIGHT LIMIT





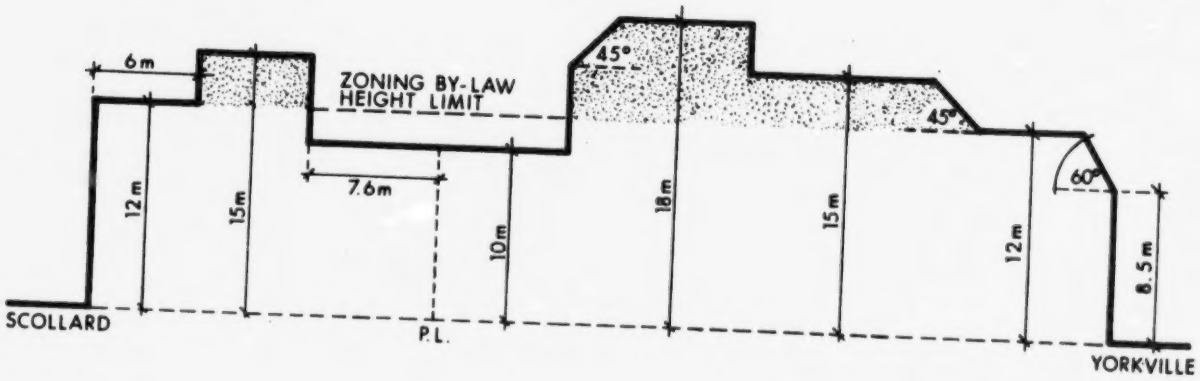


BUILT FORM GUIDELINES FOR SELECTED AREAS IN NORTH MIDTOWN

(REFER TO MAP NO.6)

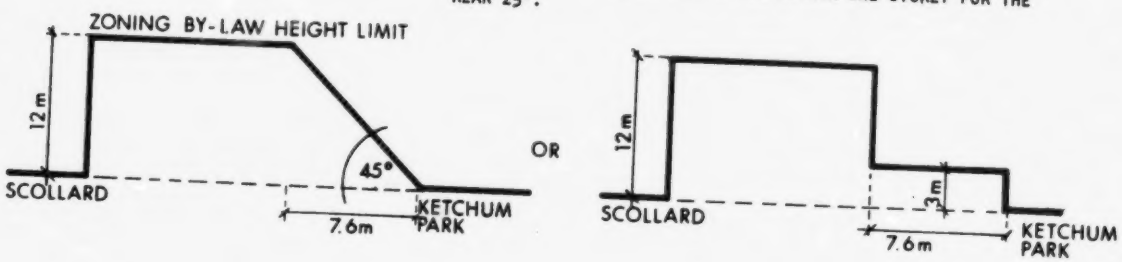
C SCOLLARD – YORKVILLE

FOR THE SOUTH SIDE OF SCOLLARD AND NORTH SIDE OF YORKVILLE AVENUE BETWEEN HAZELTON AND BAY STREETS AND PARTS OF HAZELTON AVENUE. SHADED AREA INDICATES BUILT FORM GUIDELINES IN CONSIDERING VARIANCES AND REZONING ABOVE THE PERMITTED HEIGHT LIMIT.



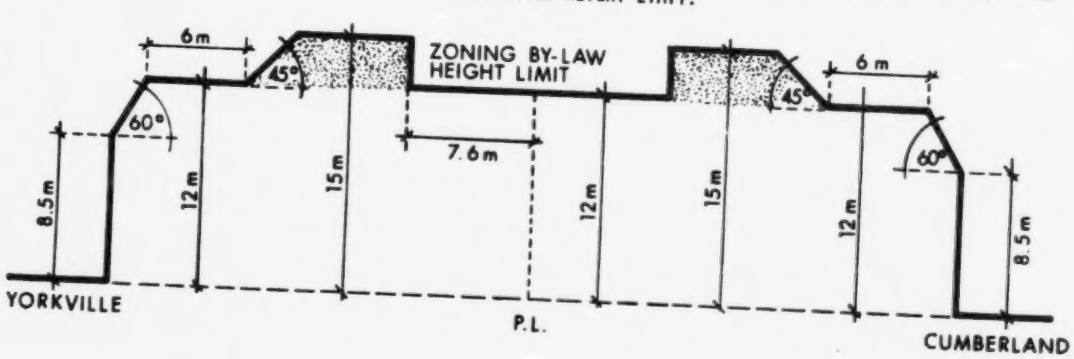
D SCOLLARD

FOR THE NORTH SIDE OF SCOLLARD STREET WEST OF BAY STREET: BUILDING FORM SHOULD BE CONTAINED WITHIN THE 45° ANGULAR PLANE FROM THE REAR PROPERTY OR WITHIN ONE STOREY FOR THE REAR 25'.



E YORKVILLE – CUMBERLAND

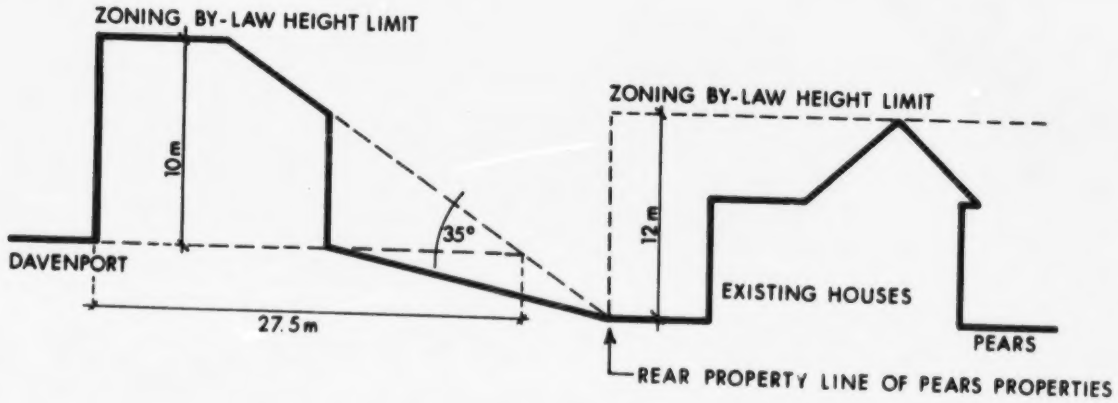
FOR THE SOUTH SIDE OF YORKVILLE AVENUE AND NORTH SIDE OF CUMBERLAND STREET. SHADED AREA INDICATES BUILT FORM GUIDELINES IN CONSIDERING VARIANCES AND REZONING ABOVE THE PERMITTED HEIGHT LIMIT.



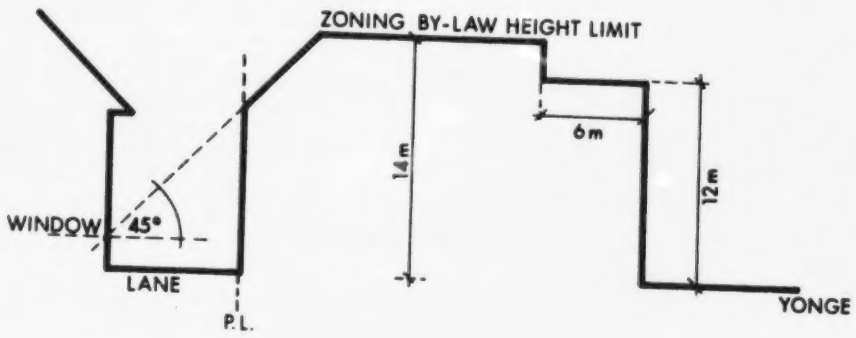
BUILT FORM GUIDELINES FOR SELECTED AREAS IN NORTH MIDTOWN

(REFER TO MAP NO.6)

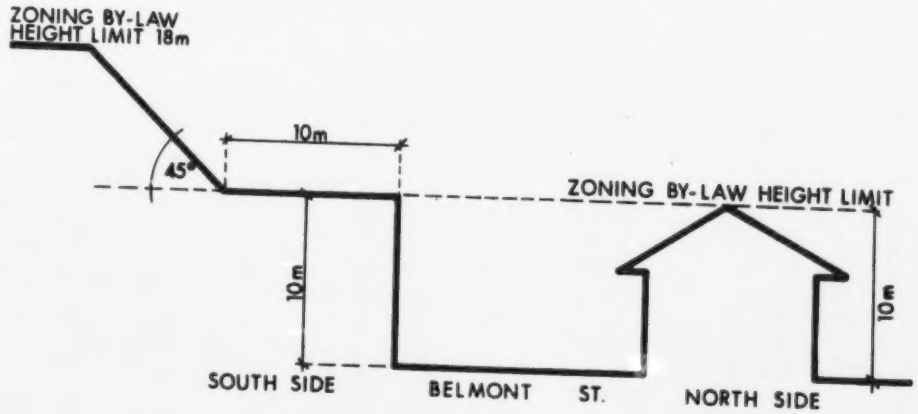
F DAVENPORT TERRACE – PEARS AVENUE



G YONGE, NORTH OF RAMSDEN PARK



H BELMONT STREET



VEHICULAR CIRCULATION AND PARKING

AVOID PARKING WITHIN SETBACK IN FRONT OF BUILDINGS ; (SECTION 3.2.a)

SCOLLARD ST.

SCOLLARD ST.

AVOID RAMPS LEADING DOWN FROM SIDEWALKS (SECTION 13.1)

BERRYMAN STREET

LOCATE GARAGE AT GRADE

PARKING AREAS SHOULD NOT INTRUDE INTO PEDESTRIAN PATHWAYS (SECTION 3.1.c)

BAY ST.

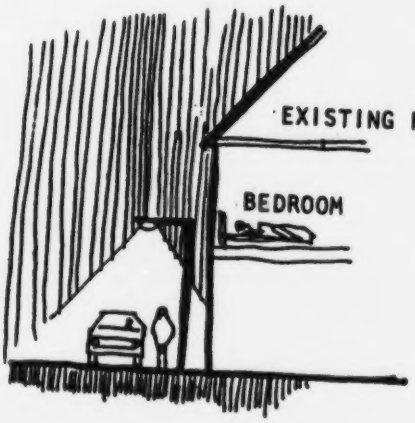
CREATIVE USE OF SERVICE AREAS AS PART OF A PEDESTRIAN LINK. NOTE LIGHTING AND SURFACE MATERIAL

YORKVILLE AVE.

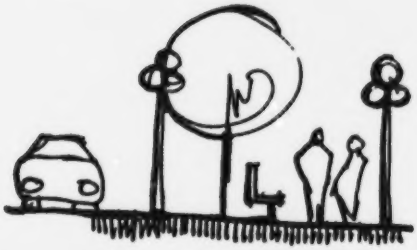
LARGE AND UNDERUTILIZED AREAS USED AS SURFACE PARKING AND REAR SERVICE AREA MAY BE REDEVELOPED AS PART OF A LARGER PROJECT AT 100 YORKVILLE

SCOLLARD ST.

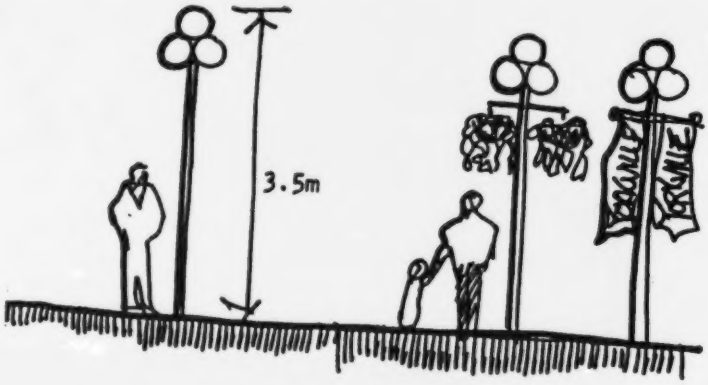
PEDESTRIAN CIRCULATION AND ENVIRONMENT

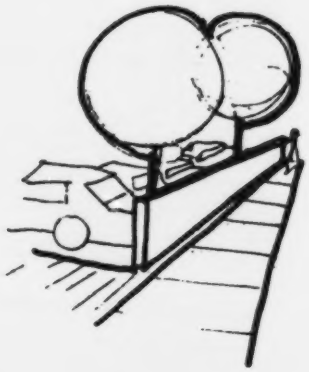


ILLUMINATION FROM CR DISTRICTS SHOULD NOT SHINE INTO NEARBY RESIDENTIAL WINDOWS (SECTION 3.2.e)



LIGHTING FOR LOCAL STREETS & PEDESTRIAN AREAS SHOULD BE AT A PEDESTRIAN SCALE (SECTION 3.2.f)

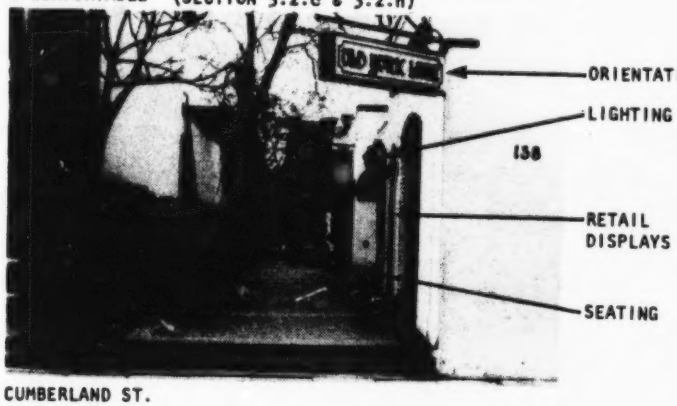




SCREEN OR LANDSCAPE PARKING LOTS ADJACENT TO PEDESTRIAN WALKWAYS TO ENSURE THAT PARKED VEHICLES DO NOT EXTEND INTO THE PEDESTRIAN PATHWAY (SECTION 3.1.c)

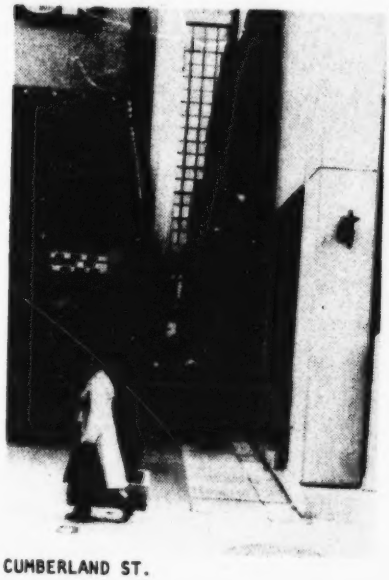
PEDESTRIAN CIRCULATION AND ENVIRONMENT

MIDBLOCK CONNECTIONS SHOULD BE MADE INTERESTING, SAFE, & COMFORTABLE (SECTION 3.2.c & 3.2.h)



CUMBERLAND ST.

AVOID EXTENSIVE BLANK FACADES ALONG MIDBLOCK PEDESTRIAN CONNECTIONS (SECTION 3.2.h)



CUMBERLAND ST.

PEDESTRIAN RELATED IMPROVEMENTS SHOULD INCLUDE SAFE, INTERESTING & COMFORTABLE FEATURES AS SHOWN IN THIS PROTOTYPE (SECTION 3.2.c & 3.2.h)

HAZELTON LANES

AREAS WHICH REQUIRE COORDINATED SIDEWALK IMPROVEMENTS INCLUDING PAVEMENT MATERIAL ON PUBLIC AND PRIVATE PROPERTY, LIGHTING, PLANTING. STREET FURNITURE AND SIGNS (APPENDIX 2)

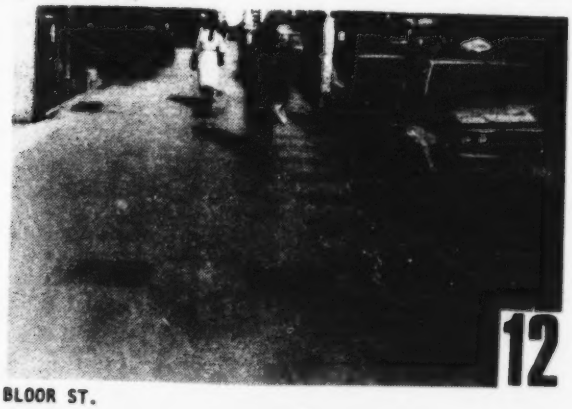
YORKVILLE AVE.

SCOLLARD ST.

MIXTURE OF IMPROVED AND UNIMPROVED PEDESTRIAN AREAS

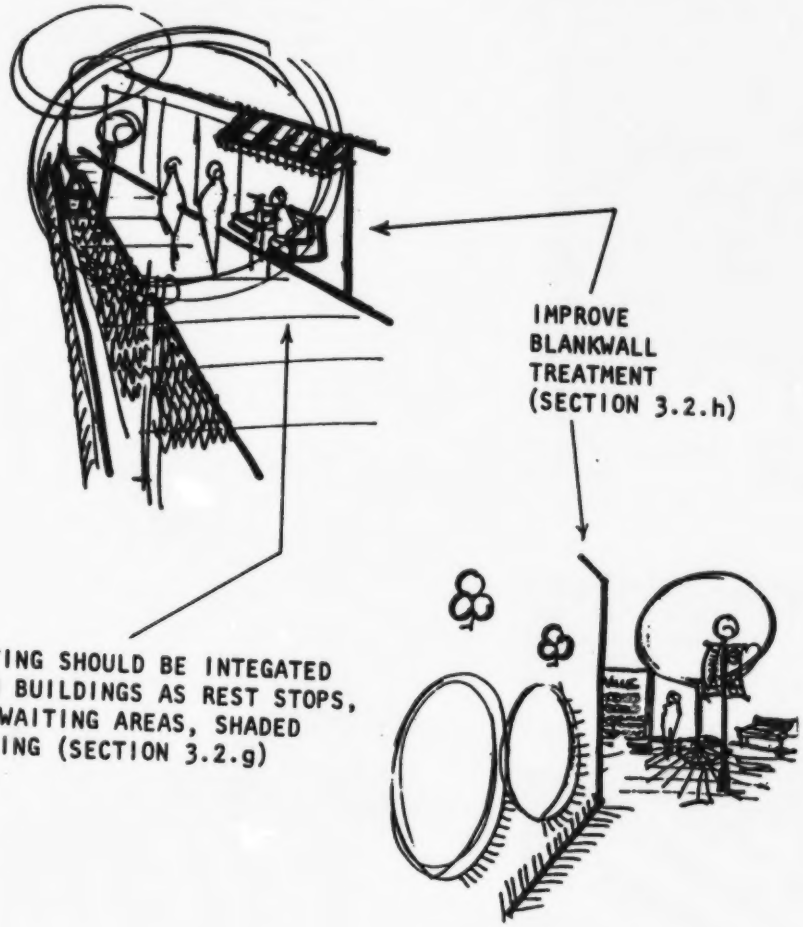
EXTENSION OF PROPOSED BUSINESS IMPROVEMENT AREA TO THIS AREA WILL IMPROVE THE PUBLIC SIDEWALK ENVIRONMENT IN A COMPREHENSIVE & COORDINATED MANNER (SECTION 3.4)

UNIMAGINATIVE SIDEWALK TREATMENT SHOULD BE IMPROVED (APPENDIX 2)



BLOOR ST.

PEDESTRIAN CIRCULATION AND ENVIRONMENT



IMPROVE BLANKWALL TREATMENT (SECTION 3.2.h)

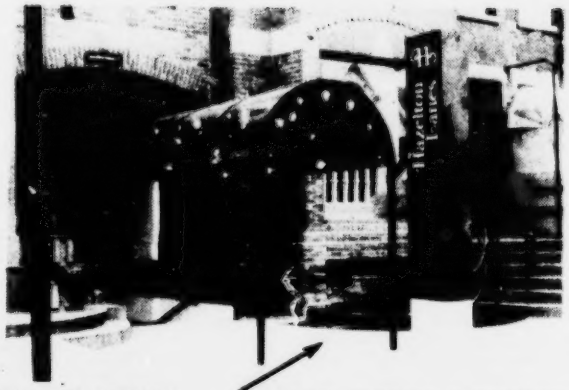
SEATING SHOULD BE INTEGATED WITH BUILDINGS AS REST STOPS, TTC WAITING AREAS, SHADED SEATING (SECTION 3.2.g)

EXTENSIVE BLANK FACADES ALONG MIDBLOCK PEDESTRIAN ROUTES SHOULD BE MADE SAFE & ATTRACTIVE (SECTION 3.2.h)

PEDESTRIAN CIRCULATION AND ENVIRONMENT

CANOPIES CAN PROVIDE WEATHER PROTECTION, SOFTEN A BUILDING FACE AND MAKE THE STREETSCAPE MORE INTERESTING (SECTION 4.2.a)

YORKVILLE AVENUE

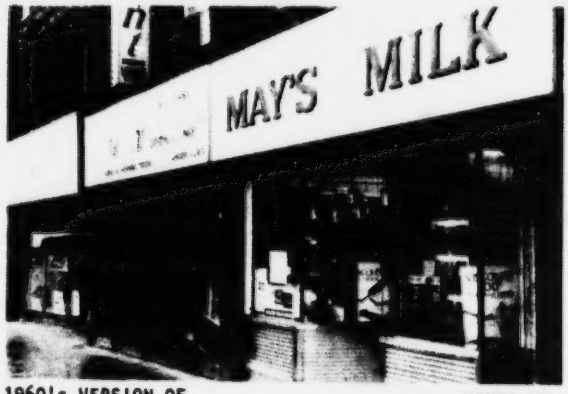


HAZELTON LANES ENTRANCE AT HAZELTON AVENUE

PEDESTRIAN MIDBLOCK CONNECTIONS SHOULD BE MARKED (SECTION 3.2.b)

VARIETY OF CANOPIES POSSIBLE ALONG STREET (SECTION 12.2)

YONGE ST. NORTH OF RAMSDEN PARK



1960's VERSION OF "CLEANING UP THE ACT"

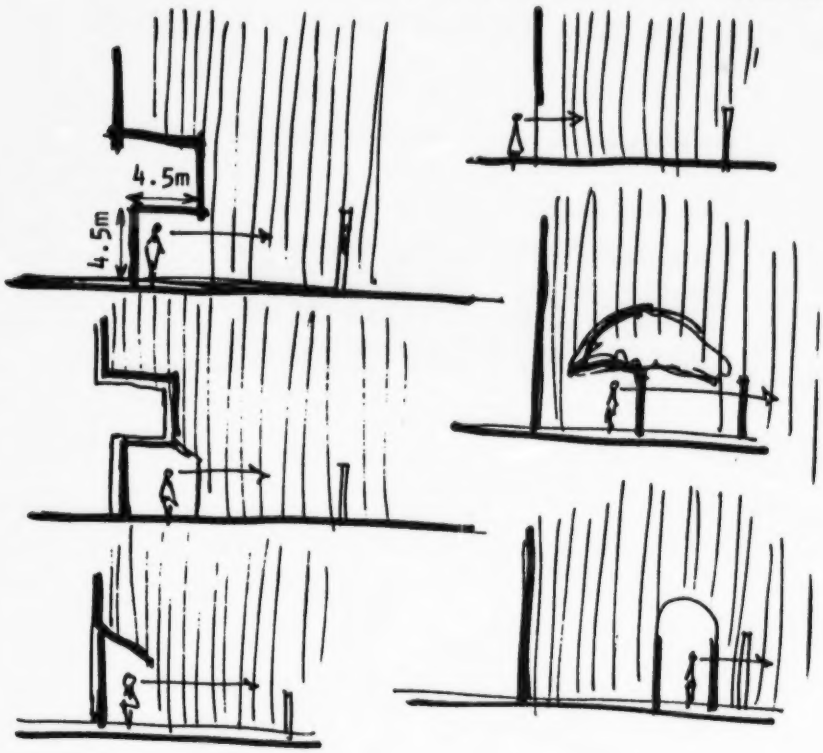
YONGE ST.

TRADITIONAL CANOPIES ALONG YONGE ST. IMPROVES STREETSCAPE, OFFERS WEATHER PROTECTION, DELINEATES DISPLAY SPACE ALONG THE STREET AND UNIFIES STOREFRONTS ALONG THE STREET (SECTION 4.2)

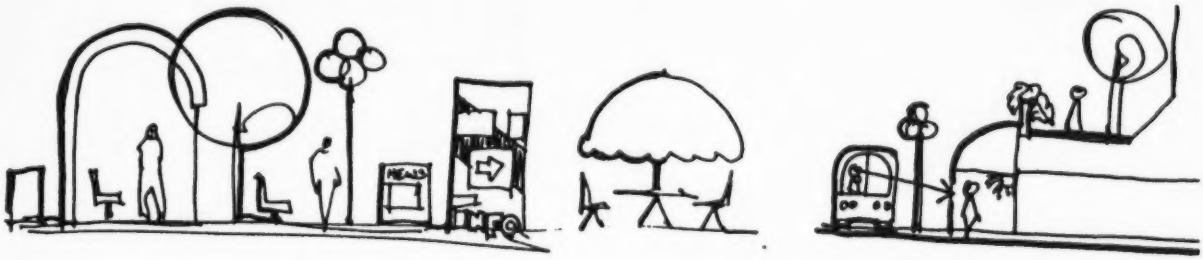
YONGE ST.

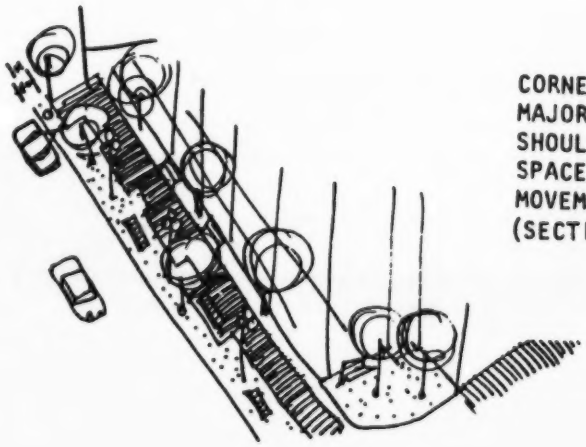
YONGE ST.

PEDESTRIAN CIRCULATION AND ENVIRONMENT



WINDBREAKS & OTHER WEATHER PROTECTION SHOULD BE PROVIDED AT TRANSIT STOPS AND INTERGRATED WITHIN NEW DEVELOPMENTS (SECTION 3.2.g)





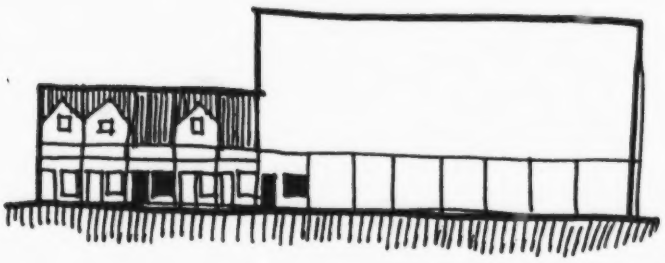
CORNER SITES AT MAJOR INTERSECTIONS SHOULD PROVIDE ADDITIONAL SPACE FOR PEDESTRIAN MOVEMENT (SECTION 3.3.1)

PEDESTRIAN CIRCULATION AND ENVIRONMENT

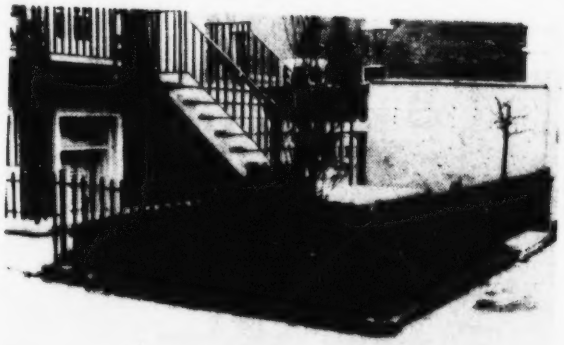
WIDE FRONTAGES IN A CR DISTRICT SHOULD REFLECT THE SCALE OF INDIVIDUAL STOREFRONTS BETWEEN 4.5-6m IN WIDTH AND MAXIMIZE WINDOW DISPLAY AREAS (SECTION 3.2.a)

EXISTING SHOPS WITH FRONTS 4.5-6m

REFLECT TRADITIONAL SHOP FRONTS BETWEEN 4.5-6m IN NEW PROJECT (SECTION 3.2.a)



PEDESTRIAN CIRCULATION AND ENVIRONMENT



WROUGHT IRON RAILING AND PLANTING TYPICAL OF THE STREET

HAZELTON AVENUE

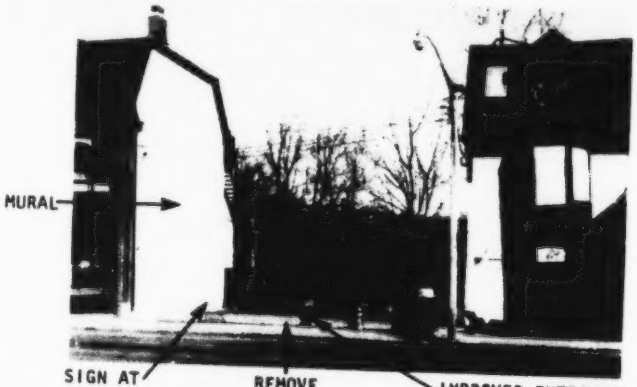
NEWLY LANDSCAPED FRONT YARD IN KEEPING WITH THE STREET (SECTION 13.2)

REDESIGN PARK IN RELATION TO CLOSED LANEWAY AND WIDENED SIDEWALK ALONG SCOLLARD ST. (APPENDIX 2)

FRANK STOLLERY PARKETTE

REMOVE BENCHES AND REPLACE AS PART OF REDESIGN

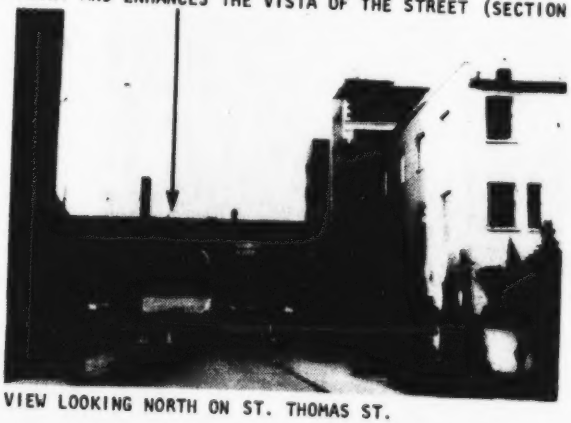
AVENUE ROAD VIEW TO RAMSDEN PARK



INTERSECTION AT BAY & BLOOR STREETS

CHARACTER & SIGNIFICANCE OF THIS MAJOR INTERSECTION SHOULD BE IMPROVED AS A MAJOR PEDESTRIAN FOCAL POINT (SECTION 3.3i)

NEW DEVELOPMENT PROPOSED FOR THE UNIVERSITY THEATRE SITE SHOULD ENSURE THAT ITS DESIGN ACTS AS A FOCAL POINT AND ENHANCES THE VISTA OF THE STREET (SECTION 3.3.h)



VIEW LOOKING NORTH ON ST. THOMAS ST.

PEDESTRIAN CIRCULATION AND ENVIRONMENT

SETBACK HERE AT GRADE FOR PEDESTRIAN SAFETY & COMFORT (SECTION 11.2.a)

AVENUE ROAD NORTH OF DAVENPORT ROAD

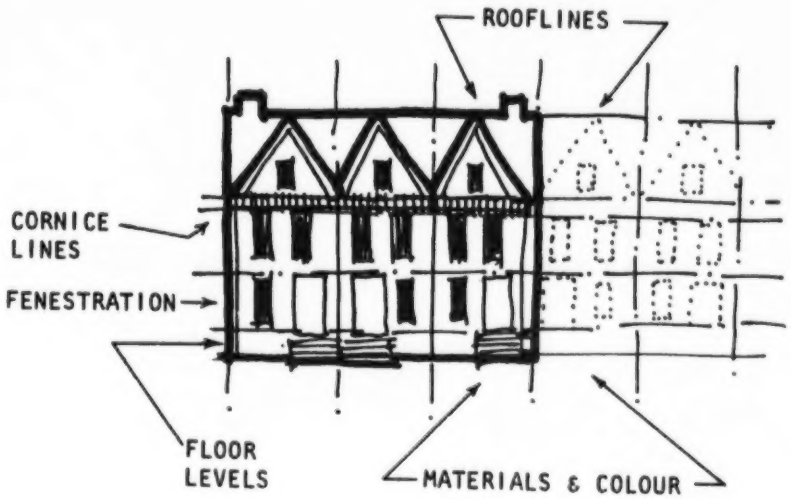
NUMEROUS PROPOSALS FOR COMMERCIAL - RESIDENTIAL MIXED USE BUILDINGS

DESIGN OF BUILDINGS ON SOUTH SIDE TO PERMIT FALL & SPRING SUN EXPOSURE ON NORTH SIDEWALK OF SCOLLARD STREET (APPENDIX 2 & SECTION 4.3.b)

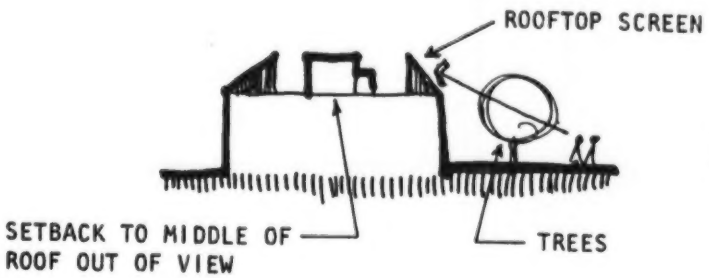
SCOLLARD ST. NORTH SIDE

WIDENED SIDEWALK

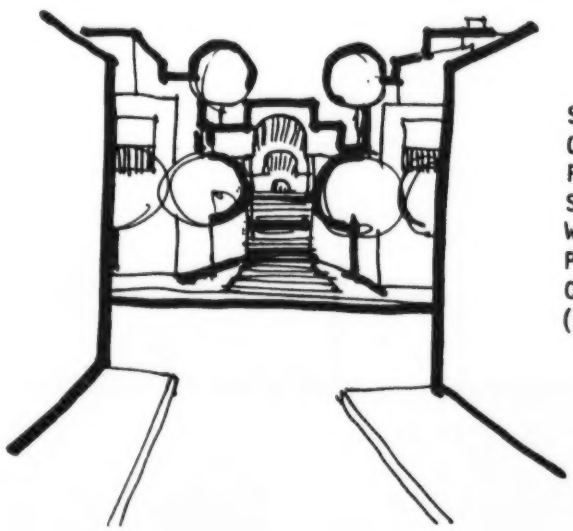
STREETSCAPE AND BUILT FORM



HEIGHT & APPEARANCE OF NEW BUILDINGS BUILT ADJACENT TO HISTORICAL BUILDINGS SHOULD REINFORCE STREETSCAPE (SECTION 3.3.f)

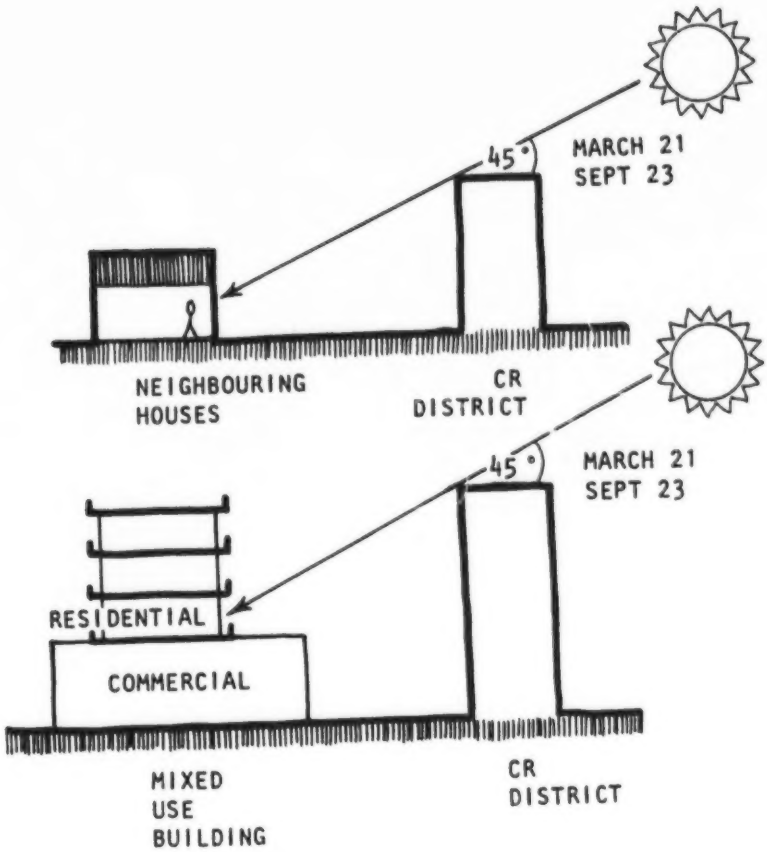


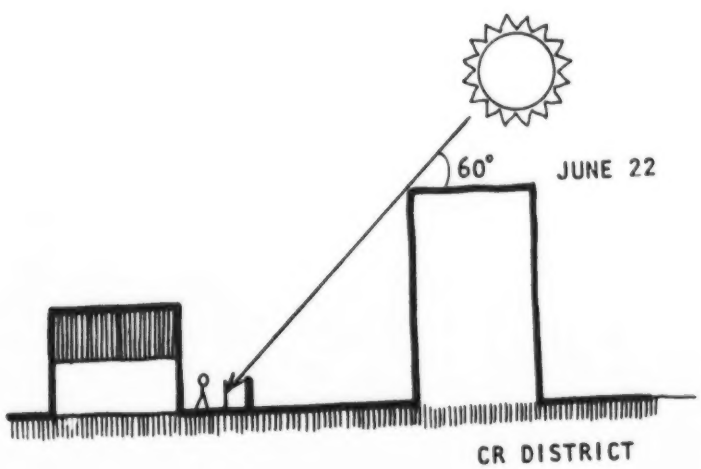
MECHANICAL EQUIPMENT ON ROOFS OF LOWRISE BUILDINGS SHOULD BE HIDDEN FROM VIEW (SECTION 3.3.g)



SPECIAL CONSIDERATION SHOULD BE GIVEN TO THE MASSING, LOCATION, FENESTRATION, ROOFLINE AND SPECIAL FEATURES OF BUILDINGS WHICH WILL ACT AS A FOCAL POINT AT THE END OF A STREET OR VIEW PLANE (SECTION 3.3.h)

STREETSCAPE AND BUILT FORM





THE SHADOW CAST BY A PROPOSED BUILDING IN A CR DISTRICT SHOULD NOT OVERSHADOW THE GROUND FLOOR WINDOWS OF NEARBY HOUSES ON MARCH 21 OR SEPT 23 OR YARDS, ROOF DECKS OR BALCONIES OF A RESIDENTIAL DWELLING UNIT ON JUNE 22 FOR A PERIOD OF AT LEAST 2 HOURS.
(SECTION 3.3.a)

STREETSCAPE AND BUILT FORM

CR DISTRICT BUILDING MASS AS A RESULT OF BUILDING TO THE PROPERTY LINES

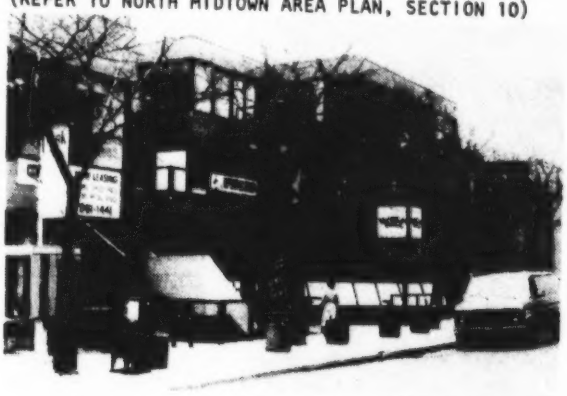
SCOLLARD ST. REAR OF 97

BUILT FORM GUIDELINES IN YORKVILLE:

IMPROVED RELATIONSHIP OF BUILDING MASSING WHICH WOULD PERMIT SUNLIGHT ACCESS TO THE REAR OF PROJECTS (SECTION 4.3.a & 5.3.a)

REAR OF SCOLLARD AND YORKVILLE BUILDINGS

SPLITLEVEL BUILDING AND ENTRANCE SETBACKS FROM THE STREET CAN DISRUPT THE STREETSCAPE AND DISSUADE SOME PEDESTRIANS FROM USING IT (REFER TO NORTH MIDTOWN AREA PLAN, SECTION 10)



YORKVILLE AVENUE

NOTE: MULTISTOREY INTERVAL VOID AND THE PERCEIVED INCREASE IN THE BUILDING'S SIZE THIS IS NOT TYPICAL & NOT IN KEEPING WITH THE STREET. (SECTION 13.3.b)

BERRYMAN STREET

NOTE: SCALE OF BUILDING IS IN KEEPING WITH THE STREET (REFER TO BERRYMAN STREET GUIDELINES APPENDIX 1)

BERRYMAN STREET

SETBACK IS NOT IN KEEPING WITH STREET (REFER TO BERRYMAN STREET GUIDELINES APPENDIX 1)

BERRYMAN STREET

GARAGE AT GRADE WITH LEVEL ACCESS

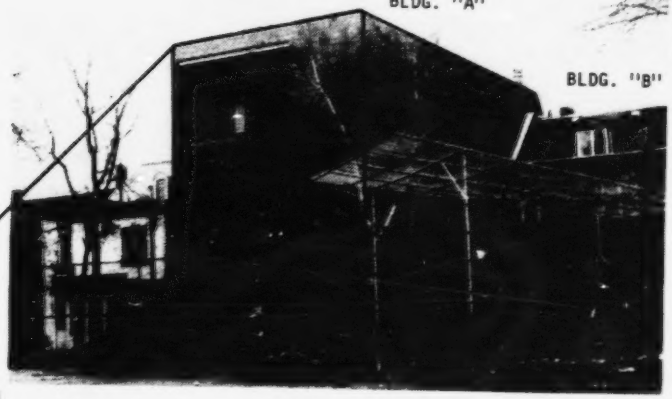
STREETSCAPE AND BUILT FORM

POSSIBLE MASSING IN CR DISTRICTS
BUILT TO LOT LINE

BLDG. "A"

BUILT FORM GUIDELINES
ON SCOLLARD STREET
(SECTION 6.3.a)

BLDG. "B"



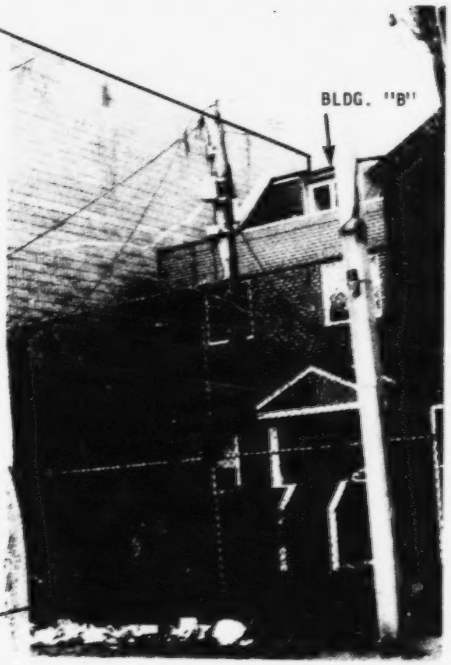
ANGULAR PLANE WILL REDUCE
THIS IMPACT ON KETCHUM PARK
& RESIDENTIAL NEIGHBOURS

REAR OF SCOLLARD
AT KETCHUM PARK

SHADOW ON KETCHUM
PARK & NEIGHBOURS

BLDG. "B"

BLDG."A"



CLOSE UP OF
ABOVE RELATIONSHIP

REAR OF SCOLLARD ST.
AT KETCHUM PARK

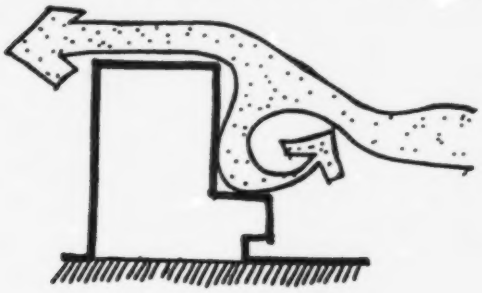
MAINTAIN VIEW OF ROSEDALE
RAVINES FOR SUBWAY RIDERS
(SECTION 9.3.c)

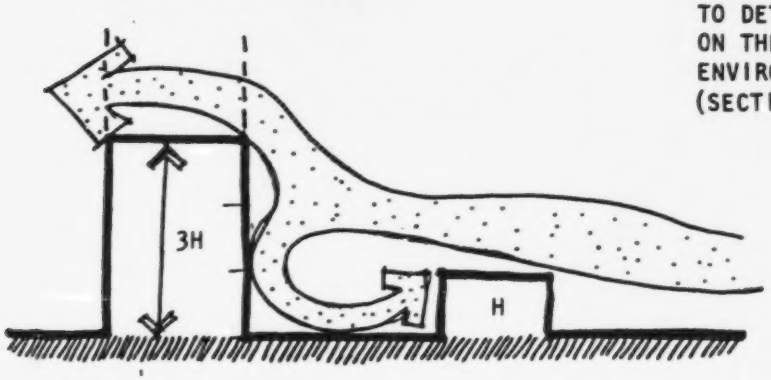
SUBWAY

CANADIAN
TIRE SITE

TTC TRACK NORTH
OF CHURCH ST.

STREETSCAPE AND BUILT FORM

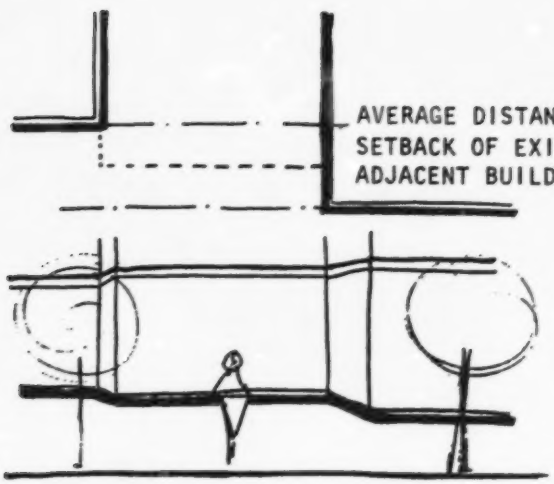




NEW PROJECT IN EXCESS OF 30m IN HEIGHT OR 3 TIMES AS HIGH AS SURROUNDING STRUCTURES SHOULD HAVE A PEDESTRIAN LEVEL WIND STUDY UNDERTAKEN TO DETERMINE THEIR IMPACT ON THE PEDESTRIAN ENVIRONMENT (SECTION 3.3.c)

BEAUFORT SCALE

LEVEL	LIGHT 2 5mph	GENTLE 3 10mph	MODERATE 4 15mph	FRESH 5 21mph	STRONG 6 28mph	GALE 7 35mph	FULL GAIL 8 42mph
	(SMALL TREES SWAY)					(WHOLE TREES IN MOTION)	



NEW BUILDINGS IN CR DISTRICTS SHOULD PROVIDE A SETBACK AT GRADE THE AVERAGE DISTANCE OF THE SETBACK OF EXISTING OR ADJACENT BUILDINGS (SECTION 3.3.e)

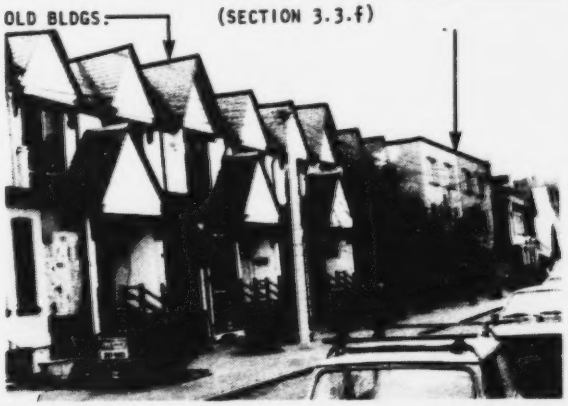
STREETSCAPE AND BUILT FORM

NEW RENOVATIONS MAINTAIN ROOFLINE ALONG DAVENPORT TERRACE (SECTION 7.2.c)

DAVENPORT TERRACE

NEW BLDGS NOT IN KEEPING WITH TYPICAL ROOFLINE ALONG SCOLLARD (SECTION 3.3.f)

OLD BLDGS.



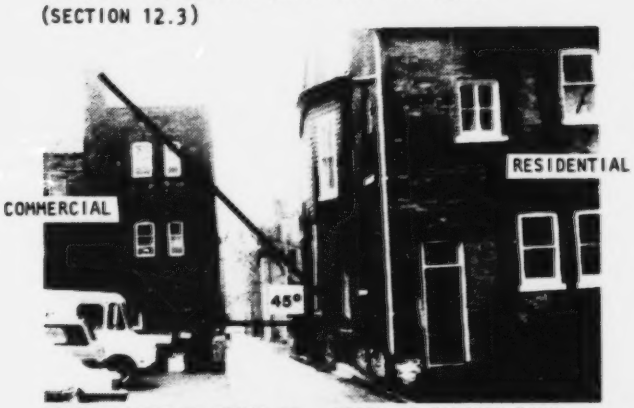
SCOLLARD ST.

TRADITIONAL ROOFLINE & GABLE VERSUS MODERN VERSION IS STILL IN KEEPING WITH THE STREETSCAPE; ALSO FENESTRATION, HEIGHT, GENERAL APPEARANCE, ENTRANCE & MATERIALS APPEAR IN KEEPING WITH STREET (SECTION 3.3.f)

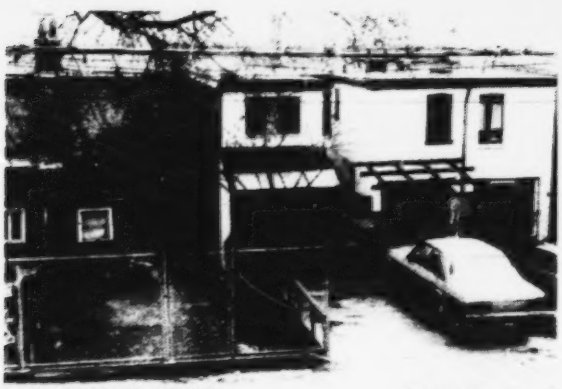
NEW BLDG. OLD BLDG.

HAZELTON AVENUE

ANGULAR PLANE TO ENSURE THAT OVERSHADOWING OF ADJACENT RESIDENTIAL UNITS DOES NOT occur (SECTION 12.3)

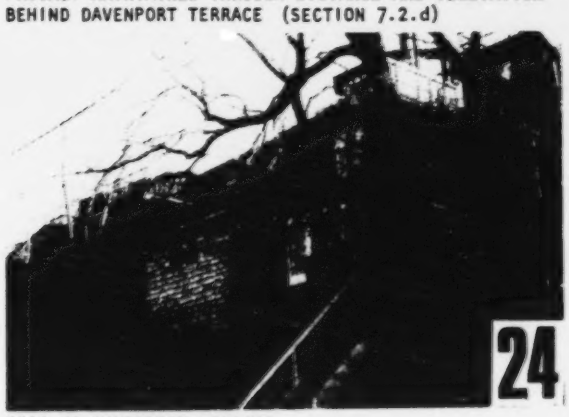


LANEWAY WEST OF YONGE ST., NORTH OF RAMSDEN PARK



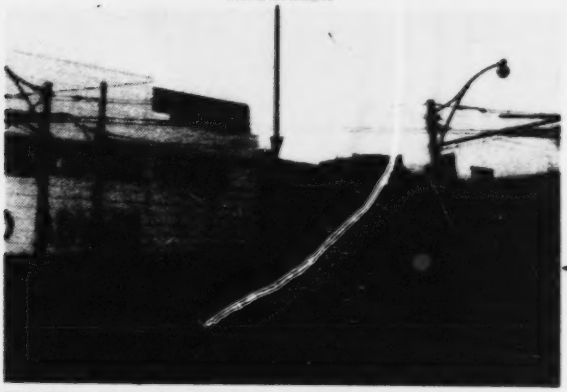
REAR OF PEARS AVENUE (SECTION 7.2.b)

PRIVACY MAINTAINED THROUGH DISTANCE AND VEGETATION BEHIND DAVENPORT TERRACE (SECTION 7.2.d)

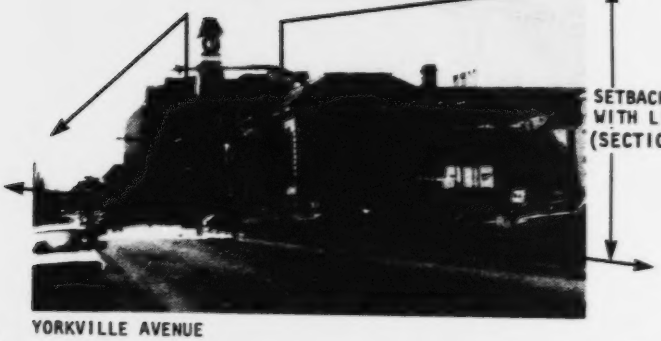


REAR OF DAVENPORT TERRACE

STREETSCAPE AND BUILT FORM



MAINTAIN VIEW OF HISTORIC FIREHALL CLOCK TOWER, VIEW FROM YONGE-CHURCH-DAVENPORT INTERSECTION. (SECTION 4.3.e)



YORKVILLE AVENUE

YORKVILLE AVENUE

SETBACK IN LINE WITH 46-48 YORKVILLE AVENUE (SECTION 4.3.e)

SETBACK FROM 46-48 YORKVILLE TO EXPOSE CLOCKTOWER FROM WEST VIEW (SECTION 4.3.e)

VIEW FOM BAY STREET

NEW OPEN SPACE OPPORTUNITIES

SETBACK FROM FACE OF LIBRARY TO EXPOSE LIBRARY AND CLOCK TOWER FROM EAST VIEW (SECTION 4.3.e)

BUILT FORM GUIDELINES ALONG YORKVILLE AVENUE TO EXPOSE HISTORIC BUILDINGS TO VIEW

DESIGN GUIDELINES FOR

north midtown

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CITY OF TORONTO PLANNING AND DEVELOPMENT DEPARTMENT
CENTRAL CORE AND WATERFRONT PLANNING DIVISION
MAY, 1983